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Have a glass of  
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In the interests of  
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## THEATRE ROYAL

Monday, September 24th  
At 9.15 p.m.

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By

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HANSEN**

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## RUSSIAN AGRARIAN POLICY.

THE SUPREME PROBLEM.

BOLSHEVICS AND PEASANTS.

CRISIS AND THE MORAL.

Moscow.

The serious crisis of grain supply from which Russia is just emerging as the new harvest comes on the market has served to focus the attention of the Soviet Government and the ruling Communist Party on the problem of agrarian policy.

The admitted facts of the Russian agricultural situation, at first sight, seem puzzling, almost paradoxical. Before the war Russia was to a large degree the granary of Europe. Year after year its ten million tons of grain represented the largest single item in its list of exports. To-day seven years have passed since the adoption of the New Economic Policy, which gave the peasants a stimulus to increase the planted area, which they had steadily cut down during the epoch of so-called military communism. Since 1924 the harvests have been uniformly pronounced fair or average. Yet during the last year exports of grain dwindled to the negligible figure of less than half a million tons, while it required the application of what the Soviet Press habitually refers to as "extraordinary measures" to ensure the bread supply of the cities and the army.

These extraordinary measures consisted of practically forced purchases of the peasants' surplus grain by Government agents, a procedure which led to much discontent among the peasants and to muttered complaints that the Government was doing away with the New Economic Policy and going back to the old system of requisitions. These measures have now been definitely discarded; the Soviet Government is committed to the policy of making its grain purchases from the peasants during the coming year on a strictly voluntary basis.

But the question naturally arises: why in Russia, a predominantly agricultural country, so much strained organised effort is necessary to coax out of the hands of the peasants the relatively modest amount of grain which is required to feed the cities and those country districts which do not produce enough bread for their own needs? A large part of the explanation is furnished by the sweeping changes in the system of Russian land ownership. Before the war the estates of the big landed proprietors produced 600,000,000 poods of grain (the pood is equivalent to thirty-six English pounds) of which 281,000,000 poods were thrown on the market. The kulaks, or "fists," as the richer peasants are disparagingly characterised in Soviet terminology, produced 1,900,000,000 poods, of which they marketed 600,000,000. On the other hand the poorer and middle-class peasants, raising 2,600,000,000 poods, placed only 369,000,000 poods on the market, requiring the rest for their consumption needs.

Lazarus And Dives.

The Revolution annihilated the big proprietors and greatly reduced the wealth and resources of the kulaks, thereby cutting heavily into Russia's surplus of marketable grain. With a harvest only slightly below the pre-war figure, the amount of grain thrown on the market has been halved. The estate of the country squire and the large farm of the prosperous peasant were the chief providers of surplus grain in the past. And both these forms of land holding have been abolished by the Revolution and made incapable of revival by the Soviet Land Law.

The title to land in Russia is vested in the State, but its use, under certain very important restrictions and regulations, is granted to the peasants, with the exception of a very limited area occupied by State farms. Every peasant family is entitled to an allotment of land in proportion to the number of its members. If the individual land norm in a village is three acres, a family of six receives eighteen acres; a young married couple without children receives six acres, etc. Inasmuch as the sale of land is illegal, this system makes the creation of a large individual homestead practically impossible.

The greatest difficulty in the practical working of this system lies in the fact that farming capacity, working animals, and machinery are not and cannot be parcelled out to the peasants in the same mechanical fashion as the land. One often encounters a situation where the village Lazarus, possessed of a large family, holds more land than he is able to till adequately, while his neighbour Dives, owner of several horses and cows and perhaps of some modern machinery, is cramped on a small land allotment, which he cannot increase by purchase. The rich peasant, to be sure, can lease the land of the poor, lending the use of his horses and machinery in return for a share of the crop. But so many disadvantages in the way of sharply increased taxes and civic disabilities are placed in the way of the peasant who becomes sufficiently prosperous to earn the stigma of being dubbed a kulak that the practice of leasing, (Continued on next column)

## SUICIDE'S "LAST GESTURE."

"I SEEK THE GREATEST OF  
ALL ADVENTURES."

Montreal.

Mr. Theodore L. Kark, aged 28, who was found dead on a lawn on Sunny-side-avenue, on Westmount Mountain, with a bullet hole in his right temple and a pistol underneath him, was dressed in a dinner-jacket with a red rose in the buttonhole. At the inquest a verdict of Suicide was recorded.

Kark, a native of Johannesburg, South Africa, came to this country in January. He had a good position in a local brokerage firm. The police found a farewell note in his pocket and several poems in his handwriting in his room. His farewell letter read as follows:

In contemplation of Death, I write my last gesture. "Many have I made. Some for good. Some for evil. From the world I have taken much, and little have I given to those few from whom I have taken. I offer my regrets that they were hurt, without being sorry for what I did—it was my pleasure, but I regret their hurt. To those to whom I gave, I say they were lucky—and to one who deserves more than I could ever give I say, Be proud of yourself and play the game. I ask that this be published—for those for whom I write will know that I did not forget. I am tired of Life—perhaps Life is tired of me.

I have played much, and now I seek the Greatest of All Adventures. To the who taught me homage I offer homage.

What affairs of mine that are mine in order I ask my father as a last favour to an unworthy son to put in order.—Vale!

which is rather a makeshift at best, is becoming increasingly less popular.

"Sovhozes" and "kolhozes."

So Russia to-day, by virtue of its agrarian legislation has become a country of small holdings which, as experience has shown, produce little grain for the market. There are still other factors in the crisis of grain supply which loomed up so seriously in the spring and early summer. The supply of manufactured goods at the disposal of the co-operative and state trading organisations is inadequate to supply the peasants' needs. And the Russian peasant, who accumulated bales of ultimately worthless paper money during the period of civil war and inflation, is disinclined to part with his grain for money alone, unless he sees some tangible evidence that his money will buy something.

Finally the crop yield per acre has appreciably diminished in the fertile regions of southern Russia which formerly supplied most of the grain for export. The average yield per dessiatine (the Russian land measure, equal to 2.7 acres) declined from 71.3 poods before the war to 57.3 poods in recent years, according to Soviet statistics. Part of the explanation of this is to be found in the great loss of horses during the period of World War, civil war, and famine. Russia now possesses less than 80 per cent. of the pre-war number of working horses; and the situation in this respect is especially unfavourable in the rich wheat-producing regions of the North Caucasus and Southern Ukraine, which were more devastated than some other parts of the country during the civil war.

The recent difficulties of the grain market have led to much discussion of the future lines of Soviet agrarian policy. One method of insurance against possible future unwillingness of the peasants to sell their grain is the so-called "contracting." Under this arrangement the State through the agricultural co-operatives pays the peasant an advance in money or needs, in return for which he promises to sell a definite part of his harvest after it is reaped.

"Sovhozes" and "kolhozes," State farms and collective farms, operated by groups of peasants organised in co-operatives, are the main hopes of Soviet agrarian policy. Substantial appropriations have been made for the creation of new huge State farms and ranches in unoccupied land, while peasants who organise co-operative farms are offered various advantages in the shape of tax reduction and credit preference.

However, the amount of land now at the disposal of these State and co-operative farms is small, certainly less than 5 per cent. of the entire planted area; and their growth is necessarily a slow process, especially in view of the attachment of the Russian peasant to individualist farming methods.

Much in the future of the Soviet agrarian policy is obscure and uncertain. It is still too early to forecast the success, stability, and popularity of the new forms of collective farming which are being so strenuously advocated. The question also arises how far the initiative and instinct for accumulation of the richer and more capable peasants may be curbed without serious injury to the welfare of agricultural production as a whole. But one thing seems certain: Russia will not resume its old place as the granary of Europe for many years to come.—London Observer.

## ANNUAL THANKSGIVING DAY.

UNION CHURCH, KOWLOON.

A special Order of Service has been arranged for the morning (11 a.m.) closely following the precedent of former years. The two-fold motive of the service is "Thanksgiving and Rededication" and this has been worked out in the order of Praise and Prayer, and finds expression also in the Thanksgiving. A special ground for thankfulness will appear when the Minister announces, as he is expected to do, the result of the petition to the Government for the permanent grant of the Jordan Road site, where the temporary place of worship stands. It is understood that the reply of Government was favourable and the conditions have been formally accepted by the Union Church Trustees. The Anthem by the Choir will be "Lift up your Heads."

The evening service (8 p.m.) will take the form of a Festival of Sacred Song. This is a new feature of Thanksgiving Day, and has been introduced partly to celebrate the new Hymnary, issued for the first time last Sunday. Union Church, Kowloon, are now inclined to boast that they have the best Hymn-book and the best Church Choir in the Colony. The Choir consists of 25 voices (9 sopranos, 5 contraltos, 5 tenors and 6 basses). The Sacred Concert on Sunday evening will be provided entirely by members of the Choir and, besides items from the Hymnary, there will be a solo, duet, quartette and Anthem. It is, of course, open to anyone to attend. A collection will be taken to augment the thanksgiving of the morning.

Programme of Festival of Praise At 6 P.M.

Introit, 223, From all that dwell below the Skies, Choir.  
Invocation Prayer and Lord's Prayer, Minister.  
Hymn, 36, Eternal Light, Eternal Light, Congregation.  
Duet, Watchman, What of the Night? Mr. and Mrs. White.  
Hymn, 222, Angel Voices, ever Singing, Choir.  
Solo, Selected, Mrs. Hurst.  
Offertory.  
Psalm, 73, The Lord is my Shepherd, Congregation.  
Brief Address, "Thy Gates Praise," Minister.  
Quartette, Hark, hark, my Soul, Mr. Hurst, Mrs. Dick, Mr. Provan and Mr. Gow.  
Anthem, God, my Help, Choir.  
Hymn, 289, The Day Thou gavest, Congregation.

## EXCHANGE RATES.

(BRITISH WIRELESS SERVICE)

	Rugby, Sept. 20th.
Paris	124.15
Brussels	34.90
Amsterdam	20.03
Berlin	20.33
Copenhagen	18.19
Vienna	34.44
Helsingfors	18.23
Lisbon	107.8
Bucharest	79.7
Buenos Aires	47.11/32
New York	4.83/1/32
Geneva	23.20
Milan	22.75
Stockholm	18.13
Oslo	18.13
Prague	16.3
Madrid	29.37
Athens	37.5
Rio	5.99/32
Bombay	1/53/32
Yokohama	1/10/21/32
Shanghai	2/7
Hong Kong	2/0
Silver (spot)	26 1/2
Silver (forward)	26 1/2

## HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

September 19th, 1928.

R.K. Bank	1130 buy.
Do.	1130 nom.
Chartered Bank	231 buy.
Mercantile Bank, A. & S.	234 nom.
Do.	214 nom.
P. & O. Bank	221 nom.
East Asia Bank	277 buy.
Canton Insurance	2830 buy.
Union Insurance	2373 buy.
North China Ins.	150 buy.
Yonghe Insurance	2100 nom.
China Underwriters	234 nom.
China Fire Insurance	2373 buy.
Hong Kong Fire Ins.	2800 sel.
Douglases	2381 nom.
H.K. Steamboats	2271 buy.
H.K. Tugs	23 nom.
Indo-China (Fret)	235 buy.
Do. (Def.)	2721 buy.
Water Transport	107/8 buy.
Benguet	2215 buy.
Kailan Mining Admin.	23 nom.
Langkate (combined)	234 nom.
Do. (single)	234 nom.
S.M. Explorations	234 nom.
Shanghai Loans	234 nom.
Rails	242 nom.
Trunk Lines	17/8 nom.
H.K. & W. Wharves	237 buy.
H.K. & W. Docks	237 nom.
China Providents	2366 buy.
Hongkong	23158 nom.
New Engineering	2315 buy.
Shanghai Docks	2315 buy.
Two Cottons	104 sel.
Oriental Cottons	2324 sel.
Sisal Cottons (old)	234 buy.
Do. (new)	234 buy.
H.K. & S. Hotels	234 buy.
H.K. Lands	234 buy.
Shanghai Lands	2313 buy.
Humphreys Estates	23150 buy.
H.K. Realities	2335 buy.
H.K. Tramways	234 buy.
Peak Tram (old)	2313 buy.
Do. (new)	2335 buy.
Star Ferries	2357 buy.
China Lights (old)	2312 buy.
Do. (new)	2312 buy.
Do. (1928 issue)	23124 buy.
H.K. Electric (old)	2321 sel.
Do. (new)	2311 nom.
Macao Electric	2321 buy.
Telephones	23670 buy.
China Buses	2311 buy.
Singapore Tractors	2312 buy.
China Sugar	2315 buy.
Malayan Sugar	2317 nom.
Canton Ice	2310 nom.
Cementa (combined)	2390 buy.
Do. (old)	2321 buy.
Do. (new)	2311 buy.
H.K. Ropes (old)	2335 buy.
Do. (new)	2335 buy.
United Asbestos	2325 buy.
Dairy Farms	2324 nom.
Waterworks	2324 nom.
Der A. Wind	2324 nom.
Lane Crawfords	2324 nom.
Mackintosh	2324 nom.
Sincere	2324 buy.
Wm. Powells	2324 buy.
H.K. Amusements	2324 buy.
H.K. Constructions	2313 buy.
H.K. Indus. G.Bonds	2313 buy.
H.K. Govt. Loans	2313 buy.
buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.	

## RUBBER AND MINING SHARES.

DIVIDENDS AND QUOTATIONS.

Messrs. Carroll Bros. have been advised of the following quotations and dividends on rubber and mining shares:—

	Quotations.
Ayer Panna	\$6.30
Balgowies	1.45
Glencalys	1.40
Jinhua	1.35
Kedah	2.90
Luna	1.60
Malaka Pinda	1.20
Pajamas	1.25
	Dividends.
Ayer Weng	10 per cent. int.
Kampong Kamuning	1 per cent.
Ulu Piah	5 per cent. int.
United Malacca	6 per cent.
Anal, making 12 per cent.	



## Best For The Skin

Because it cleanses, invigorates, and preserves the skin, scalp and hair. Used daily, assisted by Cuticura Ointment when required, it prevents pore-clogging, pimples, blackheads, and other annoying irritations.

Soap, Ointment, Tablets sold throughout the world. British Patent. Cuticura & Sons, New York, U.S.A.

## GERMAN FLEET AT SEA.

GUNNERY PRACTICE AGAINST OLD CRUISER.

BERLIN, August 27th.  
The German Navy is engaged this week in gunnery practice in the North Sea against the old cruiser *Zahringen*, which without a crew on board will cruise about and manoeuvre trying to escape gun fire.

Within the ship is a wireless apparatus which enables the vessel to be guided from a great distance. The engines are automatically fed with oil fuel and the water pumps are automatic. On deck are simple antennae to take orders from an accompanying ship, which will guide the cruiser by wireless and shut off its engines whenever desired.

Should shell destroy the antennae, a second set of antennae automatically rise from the bowels of the ship and, if these are destroyed, two rockets are automatically shot into the air and the engines stop so that mechanics can go on board and make the necessary repairs in order to prevent the *Zahringen* from sinking. She is filled with cork so that even if seriously damaged she can reach the nearest harbour afloat.

## DON'T LET INDIGESTION AGE YOU.

Many a young person looks old and haggard through indigestion. The continual pain and discomfort combined with the inability of weakened stomach organs to extract nourishment from food are such a terrible strain that they drive all trace of youth away. If you ever have indigestion, no matter how slight—beware! Get to the root of the trouble before it becomes chronic. "Bisurated" Magnesia will do this quickly. This great stomachic stops indigestion almost instantly by neutralising excess acid and stopping food fermentation—common causes of digestive trouble—while, in addition, it soothes, heals and strengthens your weakened stomach. "Bisurated" Magnesia is used by doctors and in hospitals all over the world. Get a package of "Bisurated" Magnesia powder or tablets from your chemist to-day. The complete freedom from digestive pain and discomfort will be wonderful and will make you feel healthier and younger.

# GRAND TATTOO

Sookumpoo,

4th, 5th, 6th Oct.

# BOOK NOW

DO NOT WAIT ANOTHER DAY  
OTHERWISE YOU MAY BE DISAPPOINTED.

Booking—S. Moutrie & Co., Ltd.—The Sun Co., Ltd.—Y.M.C.A., Kowloon.  
Centres—The Wing On Co., Ltd.—The Sincere Co., Ltd.

TICKETS:—\$5, \$4, \$3, \$2, \$1 & 50 CTS.

MOTORISTS SECURE A "CAR PARK" TICKET  
& DRIVE UP TO THE ENTRANCE OF GROUNDS.

Car Park Tickets: \$1 for 1 night, \$1.50 for 2 nights, \$2 for 3 nights, FROM THE Y.M.C.A. CITY HALL.



VICTOR McLAGLEN &  
DOLORES DEL RIOWILLIAM FOX  
presentsLOVES OF  
**CARMEN**  
COMING  
QUEEN'S NEXT WEEK

## THE RETURN OF—

## SIR JAMES BARRIE'S

Ever Delightful Story  
of the boy who would  
not grow up!**PETER  
PAN**

with

## BETTY BRONSON

ERNEST TORRENCE

ESTHER RALSTON

COMING TO THE

**WORLD**

TO-MORROW to TUESDAY

## LET US DANCE!!

THIS is what Everyone will say  
at This Time of the Season.  
No Joyous Party is complete without  
Dancing, and to do that, A Real Live  
Wire Orchestra is needed.

Bill Lucas' Dance-Orchestra Band of  
Jazzy Musicians will provide you with  
the Latest Dance Music. Open for En-  
gagements at Anytime. Write or Phone,  
always there. PHONE CENTRAL 998, or  
write to "MIGNON", 213, WANGCHAI  
ROAD. [8701]

VOLUNTEERS' PROMENADE  
CONCERT."QUEEN'S" BAND AND ALOHA  
SERENADERS IN FORM

A VERY ENJOYABLE EVENING.

Last night's promenade concert  
arranged by the Hong Kong Volun-  
teer Defence Corps and held on the  
Parade ground proved quite as  
enjoyable as the two previous events  
of this nature already given this  
season. The heavy clouds that  
threatened rain earlier in the day  
cleared away and a blustering wind  
had died down. There was again  
a very good attendance showing  
that Hong Kong is rapidly out-  
growing any reputation it may  
have had for being unmusical.

The band of the 1st Batt. the  
Queen's Royal Regiment provided  
the main part of the programme  
and, under the baton of Mr. H.  
Perry, A.R.C.M., has seldom done  
better. The Beethoven Menuet in  
A Flat was excellently played and  
showed that the lighter works of  
the great classical masters can  
always hold their own in a popular  
programme. The "Patience" selec-  
tion, the military descriptive piece  
"The Outpost," in which Band  
Sergeant E. Manley took the Cornet  
solo, and the rousing "Students'  
Songs" all met with warm ap-  
plause and the Regimental March,  
"Braganza," was a fitting finale.

The male voice octette sang  
capitally and nothing was better  
than the "Dairying song" which was  
given as an encore to "The Mid-  
night Guard."

Those very popular performers,  
the Aloha Serenaders, were in  
great form and both choruses and  
strings sounded particularly well  
in the out of door setting. Mr. G.  
Akano, who took a solo, won the  
very sincere admiration of the  
audience by his restrained and well  
modulated singing.

We are all very much indebted to  
the H.K.V.D.C. for arranging these  
concerts and hope they will be able  
to get in another before winter  
comes.

The programme was as follows:—

- Part I.  
1.—March: "Silver Trumpets,"  
Viviani.  
2.—Overture: "Lustspiel," Kaler  
Rels.  
3.—Ampliphone Solo: "Menuet,"  
Boccherini.  
4.—"The Midnight Guard." (Male  
Voice Octette).  
5.—Selection: "Patience," Sulli-  
van.  
6.—The Aloha Serenaders.

- Part II.  
7.—The Aloha Serenaders.  
8.—Menuet: in "A" Flat, Beeth-  
oven.  
9.—Descriptive: "The Outpost,"  
Mackenzie. (Solo Cornet:  
Band Sergeant E. Manley).  
10.—"Arabella" (Male Voice  
Octette).  
11.—Selection: "Sunny," Kern.  
12.—Spanish Serenade: "La Palo-  
ma," Tradier.  
13.—Selection: "Students' Songs,"  
arr. Tokani.  
Regimental March: "Braganza."  
God Save the King.

SHANGHAI GREYHOUND  
AGITATION.CHINESE RATEPAYERS' LETTER  
TO BRITISH MINISTER.SOURCE OF MANY SOCIAL  
EVILS.

"We would like to point out that  
the main cause of the unsettled  
condition of the Settlement of  
Shanghai is due exclusively to the  
existence of consular jurisdiction."

Upon this assumption the Chinese  
Ratepayers have addressed a letter  
to Sir Miles Lampson, H.M. Minis-  
ter to China, urging the immediate  
suppression of greyhound racing at  
Luna Park and the Stadium, and  
stating that, since the difficulties  
experienced by the Shanghai Muni-  
cipal Council in dealing with the  
question of gambling at greyhound  
races arises from their limited  
powers, consular jurisdiction should  
be abolished. The C.R.A. would  
take such a move by Sir Miles  
Lampson as a gesture of friendliness  
to the Chinese people.

This letter has been reproduced  
in full by the Chinese Press. A  
digest of it follows:—

"When the authorities of a  
country or a self-governing district  
fail to suppress or are not in a  
position to suppress gambling, pro-  
stitution, and other evils, cases of  
robbery, murder, suicide, etc., will  
increase by leaps and bounds and  
it will be impossible to suppress  
these social evils, while on the  
other hand legitimate commerce and  
law abiding people are left un-  
protected."

## Gambling And Crime.

"At present roulette and dancing  
halls are being conducted in the  
Settlement, with a result that there  
is a steady increase in crime."

This state has, says the  
letter, been made worse by the grey-  
hound races being conducted in the  
Settlement, being run by "natives  
of your honourable nation." Two  
clubs are being operated and an-  
other is to be commenced in the  
French Concession.

The communication goes on to  
say that the S.M.C. and the British  
consular authorities have failed to  
suppress this racing, and that, since  
letters addressed to the S.M.C., the  
Senior Consul, and the authorities  
of the French Concession have not  
been replied to, the C.R.A. are ap-  
proaching Sir Miles direct to request  
him to take action. About this  
failure to suppress the racing the  
letter asks:—

"Is it because this form of  
gambling affects the Chinese people  
only and, therefore, is not worthy  
of serious attention? We are at a  
loss to find some other explana-  
tion."

## S.M.C. Criticised.

Taking the inability of the S.M.C.  
itself to suppress greyhound racing  
as an example of how consular  
jurisdiction is supposed to be the  
source of many social evils, the  
letter goes to the main issue—the  
abolition of all consular jurisdiction,  
and urges Sir Miles Lampson to  
take the lead in abolishing this,  
which would be regarded as proof  
of Great Britain's friendship to the  
Chinese people.—N.C. Daily News.

## LOCAL SHARE MARKET.

## ACTIVE AND FIRM.

MESSRS. BENJAMIN & POTTS'  
REPORT.

In their weekly report on the  
Hong Kong share market, dated  
yesterday, Messrs. Benjamin and  
Potts state: "The market has been  
active and firm, resulting in a fair  
amount of business in both invest-  
ment and speculative stocks, at  
prices which for the most part show  
an appreciation over the week.  
Business in the North is improving  
and the general tone of the market  
there is good, the principal feature  
being the demand for and conse-  
quent advance in Shanghai Dock  
and Cotton shares."

Hong Kong and Shanghai Banks  
in sympathy with the drop in  
sterling exchange have risen to a  
buying rate of \$1,320. The London  
quotation is £139 (Middle).  
Unions were favoured again and  
improved further to \$374. China  
Fire continues in demand at \$275,  
while Canton can be placed at \$680.

Hong Kong, Canton and Macao  
Steamboats have declined to \$21 at  
which rate buyers prevail. Hong  
Kong and Kowloon Wharves have  
buyers at \$187. China Provident  
are wanted at \$5.65 after business  
at \$5.70.

Hong Kong and Shanghai Hotels  
were done at \$2.70 and continue in  
request. Hong Kong Lands have  
kept fairly steady and dealers were  
made in them at \$683 and \$693.  
Humphreys Estates have buyers at  
\$13.10 after transactions at this  
figure. Hong Kong Realty have  
been dealt in to some extent at the  
improved price of \$83.

Hong Kong Trams have been a  
firm market, and a fair amount of  
business was done in them up to  
\$24. Hong Kong Electric (old)  
set, but close with buyers at \$324.  
China Lights have shown renewed  
strength and were placed at \$12 for  
the old and \$12.70 for the new  
shares. Hong Kong Telephones are  
sought for at \$8.70.

Star Ferries were active and have  
continued their rise. They are en-  
quired for at the close at \$673.  
Green Island Cement (Combined)  
have been firmer, resulting in a fair  
turnover at \$10. Dairy Farms were  
dealt in to a moderate extent at  
\$23. Watson's were taken off the  
market at \$144.

Shanghai Docks have advanced  
further to Tls. 106, and New En-  
gineering to Tls. 54. Ewes reced-  
ed to Tls. 9.90 early in the week,  
but have since recovered to a buying  
quotation of Tls. 10.40. Shanghai  
Cottons have had a sharp rise to  
Tls. 56 without meeting with any  
response.

MINERS DEBT OF  
£5,000,000.

## LOSS TO OWNERS.

AMOUNT CONSTANTLY  
GROWING.

A few days ago, says a Home  
paper, Mr. Walter Hargreaves,  
chairman of the West Yorkshire  
Coalowners' Association, stated that  
the Yorkshire miners owe the  
colliery owners, under the percent-  
age minimum wage agreement,  
over £5,000,000.

Under the present agreement be-  
tween the owners and the miners'  
representatives there is a clause  
which states that any amount the  
owners have to make up to the  
minimum shall be repaid when the  
monthly ascertainties exceed the  
minimum.

At the time this agreement was  
arrived at, following the big dis-  
pute of 1926, neither owners nor  
men ever dreamed that anything  
but a comparatively small "debt"  
at the most would accrue. The  
minimum percentage was then 49.68.  
The new agreement involved a re-  
duction to a minimum of 38 per  
cent, early in 1927, and to the lower  
figure of 32 at the end of the  
year.

(Continued on next Column).

## CHINESE HERBALIST FROM AMERICA ENJOYS GREAT

## BUSINESS IN HONG KONG;

## AND IS NOW READY FOR GREATER BUSINESS.

Mr. Yee Foo Lun, the well known  
Chinese Herbalist of the Poo On  
Herb Company, located at 88,  
Queen's Road Central (1st floor),  
who came to Hong Kong from  
America, started the Poo On Herb  
Co., in the middle of last February,  
has had an unusual great business,  
and has expressed the opinion  
that he likes Hong Kong better  
than the States in many ways.  
Had done better business than he  
expected. During the past two  
months, owing to the unusual hot  
weather he has been forced to take  
his work easy, but owing to the  
large attendance who came for the  
Poo On Herbs he was not able to  
take a long vacation as he usually  
took in U.S.A. Now that the  
climate is returning to normal he  
is prepared to receive his clients  
and attend to his appointments  
and the many correspondences from  
elsewhere as well as local, consult-  
ing him on the Poo On Chinese  
Herb Treatment, even many officers  
on the Pacific Steamship run  
between Hong Kong and America

have heard his name being men-  
tioned as the most noted Herbalist  
on the Pacific Coast, and many  
took Herb Treatment from him for  
various ailments, some of them are  
most prominent and pioneer in  
Hong Kong. Due to his long ex-  
perience in America of over twenty-  
five years—curing people of all  
ages and classes with Chinese  
Herbs the charges for the Herbs  
are very reasonable, and the re-  
sults are most effective.

The Herb Treatments are careful-  
ly prepared for each individual for  
the following diseases—Catarrh,  
Nervousness, Gout, Rheumatism,  
Indigestion, Kidney, Throat Trou-  
bles, Cough, Female Troubles,  
Dropsy, Fever, Malaria, Headache,  
Insomnia, Piles, Pimples, Eczema,  
Liver, Constipation, Gastritis, and  
many other diseases in Men and  
Women. The Poo On Herb Co.,  
88, Queen's Road Central. Tele-  
phone C.5009. Consultation free  
for a special period by presenting  
this article.

## CINEMA NEWS.

## SHOWING TO-DAY.

"Chang," the wonder picture of  
jungle life, closes its season at  
the Queen's to-day. Containing  
some of the most thrilling scenes  
that the camera has ever record-  
ed, "Chang" presents a mar-  
vellous account of the perils and  
dangers which beset man in his  
battle for existence in the wilds.  
The great climax is provided by  
a horde of elephants, who stampede  
a village through a Siamese village.  
"Chang" is a tremendous picture  
in every sense of the word—a pic-  
ture which must on no account be  
missed.

## World Theatre.

The first of the great "super"  
films, "Birth of a Nation," will  
be shown for the last time to-day  
at the World. The picture tells a  
vivid story of America before and  
after the Civil War, with Lillian  
Gish, Henry B. Walthall, Mae  
Marsh and Miriam Cooper in the  
leading roles. "Birth of a Nation"  
was directed by D. W. Griffith, now  
recognised as the foremost director  
of the screen. There are only three  
performances, commencing at 2.30,  
6.30 and 9.15. The orchestra at-  
tends at 9.15 p.m.

## Star Theatre.

Charming Dolores Costello, the  
heroine of "The Sea Beast," the  
leading player in "The Third  
Degree," which closes its season  
to-day at the Star. The picture gives  
a startling insight into "third  
degree" methods in America and is  
notable for some remarkable new  
tricks of camera and screen tech-  
nique.

## "London After Midnight."

Uncanny, creepy and weirdly  
mysterious, "London After Mid-  
night," one of the strangest mystery  
dramas to come to Hong Kong, will  
be screened at the Queen's from to-  
morrow to Tuesday. Grim realities  
are made more grim by the super-  
natural horrors of ghosts, apparitions  
and spectres, which heighten the  
plot. Lon Chaney takes the cen-  
tral rôle in this story of a  
baffling murder mystery in a haunt-  
ed English manor. The supporting  
cast includes Marceline Day, Henry  
B. Walthall and Conrad Nagel. The  
production was directed by Tod  
Browning well known for his skill  
with thrilling and mysterious drama.

Since then the coal industry has  
gone from bad to worse, and each  
month's ascertainment has constitu-  
ed a record in the lowness of the  
figure.

## Dead Loss.

For 15 months now the owners  
have been making up the wages to  
the minimum, and to them this re-  
presents so much dead loss. Hence  
one can see how great and needful  
is their faith in the operation of  
the Five Counties Scheme.

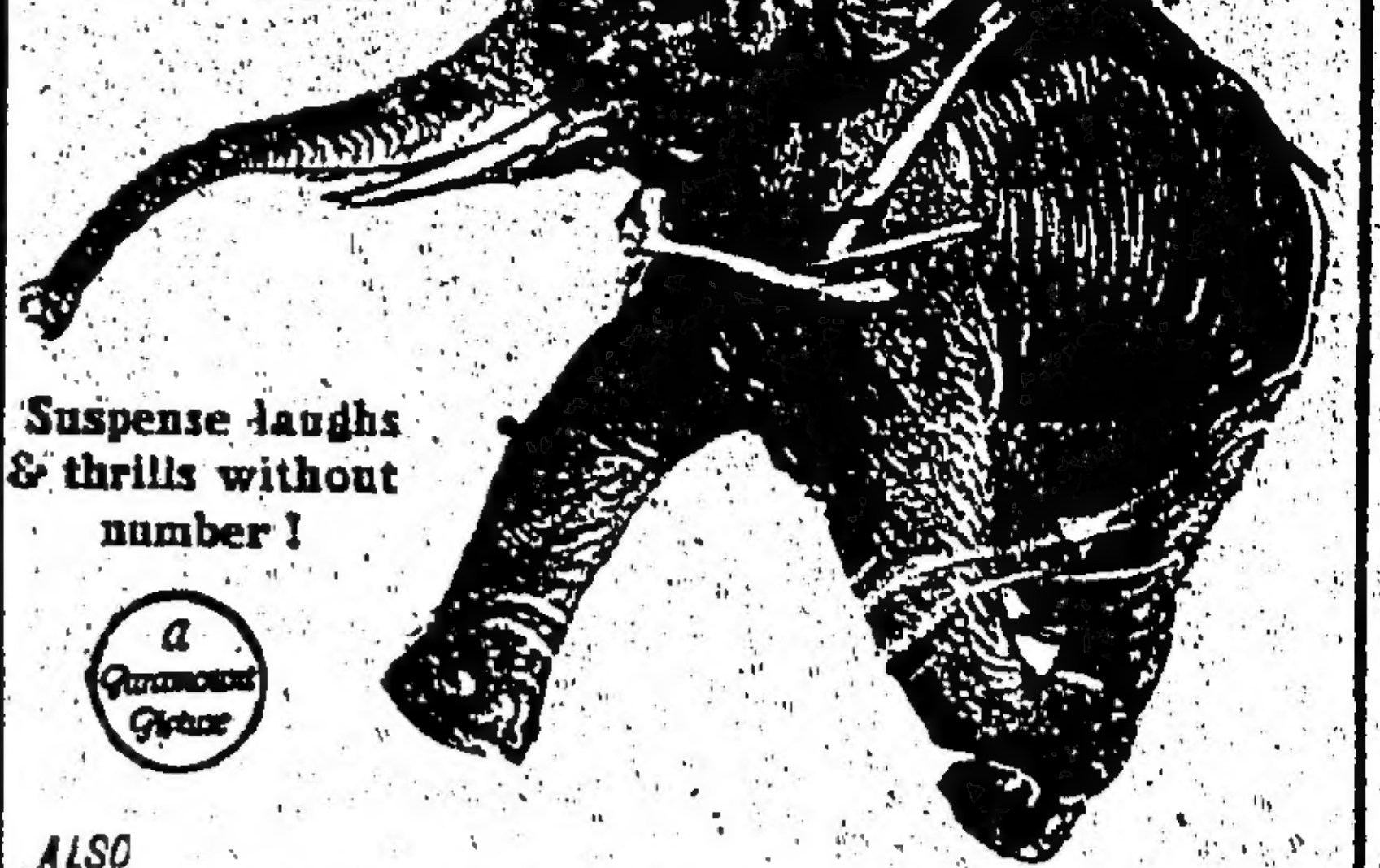
The total amount due to the  
owners by the Yorkshire miners is  
now approaching \$1 millions.

The owners have entirely aban-  
doned hope of the whole of this  
"debt" being wiped off. Most of  
it, in fact, can be written off as  
bad. Several meetings have been  
held between the owners and the  
men's representatives with the idea  
of reducing this debt, but nothing  
material has been done.

The operation of the big export  
scheme, however, is having some  
beneficial effect, and this will be  
felt to greater advantage towards  
the winter. Contracts have been  
booked for over 3,000,000 tons for  
the Continent for delivery at vary-  
ing dates to September, 1929.

This figure is all from the Humber  
ports, and represents the highest  
forward booking ever recorded. But  
the home trade is the poorest ex-  
perienced for over 40 years.

Many Yorkshire collieries are  
feeling the burden laid on them,  
and one company in the Feather-  
stone area has given notice to 2,000  
men unless they accept conditions  
more favourable to the company in  
the working of the pits.—London  
Morning Post.

**CHANG**THE  
MAGNIFICENT  
JUNGLE  
MELODRAMASuspense laughs  
& thrills without  
number!

ALSO

THE DELIGHTFUL NEW TECHNICOLOR FILM  
The VIRGIN QUEENAT THE  
**QUEEN'S**FINAL SHOWINGS TO-DAY  
Advance Booking for Dress Circle  
Daily From 11 A.M.

Times &amp; Prices

At 2.30, 5.10 & 7.15 ..... \$1.20, 80 cts. 60 cts. & 40 cts.  
At 9.20 ..... \$2.00, \$1.20, 80 cts. & 50 cts.  
Servicemen in uniform 60 cts. to Back Stalls and 40 cts. to Front Stalls  
at all performances.

## THE REVIVAL OF A FAMOUS PICTURE!

D. W. GRIFFITH'S  
GREAT SCREEN EPIC**BIRTH OF A NATION**WITH  
LILLIAN GISH

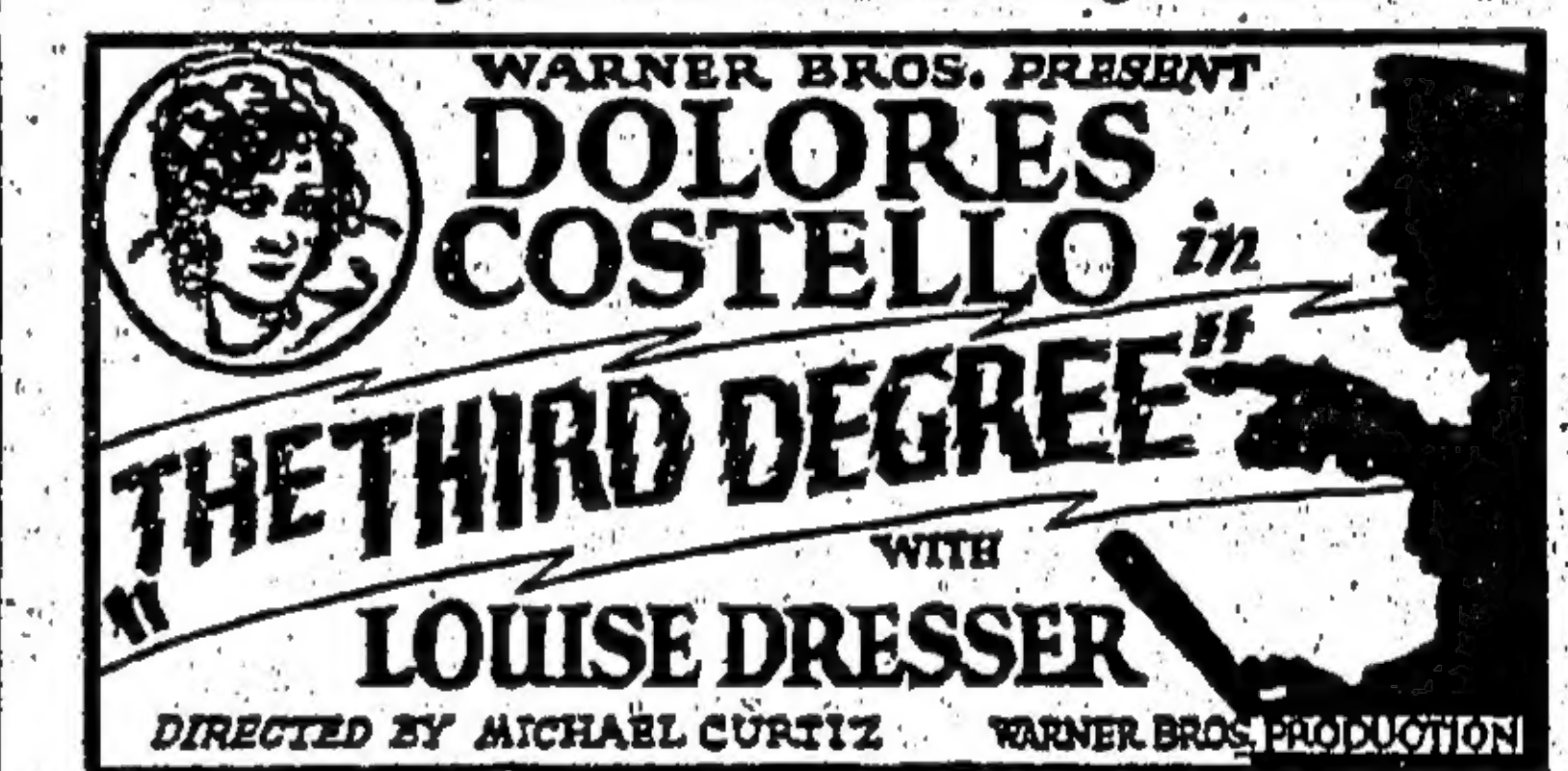
HENRY B. WALTHALL AND MAE MARSH

A picture which has been acclaimed an artistic  
triumph wherever it has been shown!

AT THE

**WORLD**

FINAL SHOWINGS TO-DAY

SPECIAL TIMES AND PRICES  
Interpreter 2.30 & 6.30. Orchestra 9.15.A THRILLING and dramatic story of the methods of the  
"Third Degree" told with startling realism!AT THE  
**STAR** FINAL SHOWINGS TO-DAY  
Continuous 2.30 to 11.15.BAFFLING MYSTERY IN AN  
AMAZING GHOST DRAMA!

A HAUNTED house filled with  
ghosts and supernatural  
horrors—Through its sinister  
doors disappears a beautiful girl  
—An amazing plot which journeys  
into the beyond—The great  
character actor's most thrilling  
picture!

ROMANCE  
THRILLS  
CHILLS  
SUSPENSE**LON CHANEY***London After Midnight*with  
MARCELINE DAY AND CONRAD NAGEL

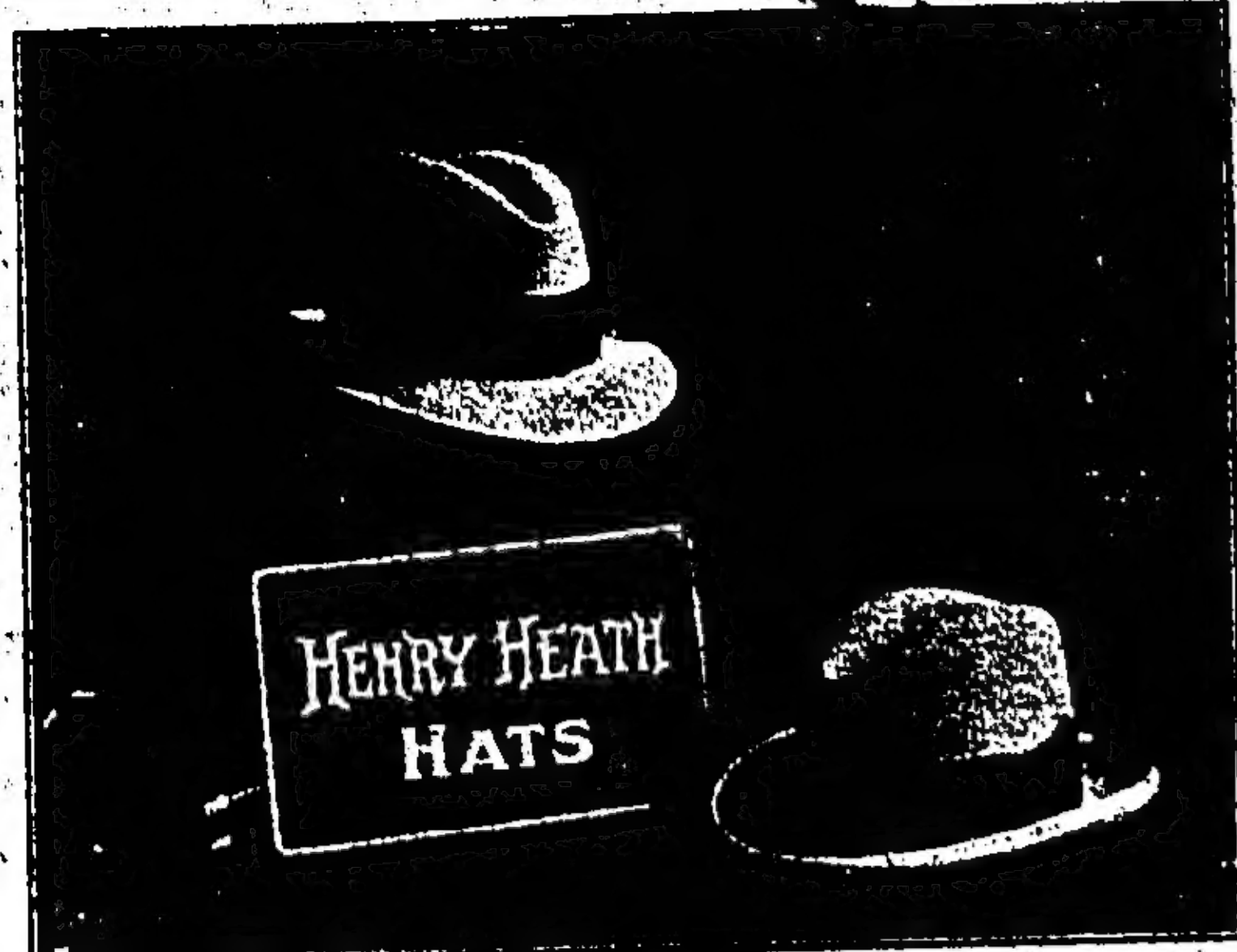
COMING TO THE

**QUEEN'S**

TO-MORROW TO TUESDAY

Usual Times And Prices.





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ENGINEERS.

**THE TAIKOO DOCKYARD & ENGINEERING COMPANY**  
OF HONGKONG, LIMITED.  
—DRY DOCKS—  
Length 787 Feet.  
Length on Blocks 750 Feet.  
Depth on Centre of  
SILL (R.W.O.S.T.) 34 ft. 6 ins.  
—THREE SLIPWAYS—  
Capable of Handling Ships Up to  
8,000 Tons Displacement.  
Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius.

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## FATE OF THE FAWCETT EXPEDITION.

END OF ATTEMPT TO FIND ANCIENT  
CIVILISATION.

### STORIES OF DEGENERATE DESCENDANTS AND THEIR RITES.

A copy of the *Daily Express* to hand gives a message received by wireless from Commander George M. Dyott definitely confirming the deaths of Colonel Fawcett's son and Mr. R. V. Rimmell in the wilds of the Amazon basin in Brazil.

Colonel Fawcett left England more than three years ago to find a lost city in the heart of Brazil, which he believed would prove that South America, and not the Valley of the Euphrates, was the cradle of civilisation.

This hazardous and spectacular expedition had the support of conservative scientific bodies in England and America.

The last authentic news of Colonel Fawcett was dated May 30th, 1925, when he warned his friends that they must not be surprised if they did not hear from him for two years.

Contradictory reports subsequently reached London to the effect that Colonel Fawcett had abandoned the expedition and had become a farmer in Brazil. Another report stated that he had been killed.

Colonel Fawcett's wife then requested Commander G. M. Dyott, an Englishman who was born in America, to organise a relief expedition to solve the mystery of her missing husband and son.

Commander Dyott, who was married in New York on the eve of his departure, set out for Brazil in February, and with the aid of a secret map, which was left behind by Mr. Rimmell, traced Colonel Fawcett's expedition to the South American jungle, where he has now discovered that the entire expedition perished at the hands of hostile Indians five days after crossing the threshold of the unknown area which they had intended to explore.

The following is Commander Dyott's message by wireless from the interior of Brazil, where the relief expedition is now itself in great danger:—

NANA (east of Kuluene River), August 18th.

I am sorry to report that the Fawcett expedition perished at the hands of hostile Indians during July 1925, five days after it crossed the Kuluene River, an affluent of the Xingu.

We successfully followed Colonel Fawcett's trail, although we were hampered by losing much food in the rapids.

Indians who went with Colonel Fawcett, agreed to show us their remains in the jungle, but complications with another tribe prevented our going to the spot.

Our position is critical. We have suffered much, and many of the men are ill with fever, and our resources have dwindled.

We cannot even afford time to send full details by wireless. We must descend the Xingu without delay or we ourselves will be caught.

We have had serious trouble with the Indians, and only avoided a clash by strategy.

This message has cost us a great effort to send, but tell our friends that we are on our way out before it is too late.

We hope to reach Para at the beginning of October.

The wireless operator in Rio de Janeiro, to whom the above message was sent, managed to send a personal message to Mr. William de Mello, Commander Dyott's wireless operator, asking if there would be any further messages.

Mr. de Mello replied:—  
"This will be the last message by wireless, as we are compelled to drop the apparatus because of its unbearable load."

### COLONEL FAWCETT'S AIMS.

DISCOVERY OF LOST  
CIVILIZATION.

Colonel P. H. Fawcett, F.R.G.S., D.S.O., a British explorer with a distinguished record, sailed in 1925 for Rio de Janeiro to break through 1,500 miles of jungle and swamp to a hidden ancient city in the heart of Brazil, which he believed would give proof that South America, and not the Valley of the Euphrates, was the cradle of civilisation.

The expedition was the culmination of Colonel Fawcett's years of exploration in the South American jungles, which revealed discoveries of such astounding interest that he guarded them zealously, and awaited the opportunity to bring back final and convincing proof.

**Mysterious Light.**

He had already gone far towards proving his contention that there existed in this region a majestic civilisation perhaps 10,000 years old, antedating Egypt; that it held the secret of a mysterious light, possibly based on knowledge of basic atomic forces; that this ancient people were familiar with astronomy, and that they had perhaps the oldest highly developed indigenous culture in the history of the world. He had so far analysed and articulated the findings of his previous expeditions that he was ready to announce his conclusions and risk his scientific reputation on them.

The expedition was sanctioned and aided by the Royal Geographical Society and by the American Geographical Society.

It was perhaps the most spectacular adventure of the kind ever undertaken by a reputable scientist, with the backing of conservative scientific bodies. The ancient city and this is not a chapter from "King Solomon's Mines," but a statement by the holder of the founders' medal of the Royal Geographical Society—is guarded by tribes of desperate ferocity, and

enclosed by all but impenetrable jungles.

### In The Wilderness.

Colonel Fawcett spent the greater part of the last eighteen years in this wilderness. He had seen men impaled by the arrows of the Indians, and had seen a mule crushed by a fifty-foot anaconda. So great were the hazards that he took only two men with him—his son, John Fawcett, twenty-one years old, and Raleigh Rimmell, twenty-three, a young Englishman whom he had known from birth.

"Any larger party would stand small chance of surviving," said Colonel Fawcett to me before leaving for Brazil. "Krupp, the German iron founder, spent \$50,000 on a great expedition into this region a few years ago. It was annihilated by pestilence and Indians."

With only three men we have a splendid chance of entering—and returning. I speak the language of the Indian tribes, and I know what to do when they attack me with their bows and arrows—as they have done many times before. If I took a large expedition it would surely be wiped out."

The site of the ancient city which Colonel Fawcett intended to explore lies on the south watershed of the Amazon, between the Xingu and the Tapajoz rivers.

Colonel Fawcett was sixty-one years old. He entered the British Army in 1888, serving in Ceylon. Later he served in Morocco, Malta, the Straits Settlements and Hong Kong. In 1914 Colonel Fawcett re-entered the British Army, and was given command of a brigade of field artillery. He was later a counter-battery staff officer.

He was mentioned four times in despatches. He was a distinguished artist and an exhibitor in the Royal Academy.

On a previous expedition into the plateau of Mato Grosso, Colonel Fawcett's life was saved by an electric torch, which led the Indians to endow him with certain godlike propensities after they had bombarded him with arrows.

Facing the certainty of repetition of this experience, Colonel Fawcett had some specially made "lever lights" which could be adjusted on his head so that they would appear as great, bulbous, flashing eyes.

"My firm belief," said Colonel Fawcett, before he left, "that we shall find an ancient city, hitherto unknown to modern man, is based on many pieces of evidence which I have fitted together during the last eighteen years."

There are old records and documents; there is testimony, astonishingly in agreement, from widely separated regions; there is the definite and convincing story of the Indians who occupy the approach to this country; I have obtained from them ancient art, which they said came from the old city. I have found them in deadly fear of the degenerate descendants of the old white race, whom they say now occupy the ancient, ruined city.

Scholars in Brazil, and any traveller who has been observant and versed in ethnology, has noted that the indigenous tribes, with scarcely an exception, show degeneracy from a high state of civilisation.

The three main races of the Brazilian natives, as found in the sixteenth and seventeenth centuries, were Tupia, who were invaders from the south-west, with a tradition of Pacific origin, and Caribs—from the north, and Tapuyas, whose origin is still obscure.

The Caribs were a fair, copper people, who claimed a white descent—the word "Caribou" meaning "descendants of a white people."

### Women Chiefs

There are tribes with women chiefs, tribes of sun worshippers with religious forms almost identical with the Incan names, tribes (Continued on next column).

## AUTUMN TROOPING SEASON.

2ND WILTSHIRES FOR  
HONG KONG.

MANY CHANGES IN SHANGHAI  
HAI DEFENCE FORCE.

According to a Home paper to hand the 1st South Wales Borderers were due to sail from Southampton in the *Dorsetshire* on September 18th. They will proceed to Egypt, and she will take the 2nd Battalion Royal Scots, with families, to Tientsin, the 1st East Yorkshire Regiment from Tientsin to India, the 2nd Lincolnshire Regiment from India to Sudan, and the 1st King's Regiment from Sudan to Egypt. She is listed to complete her voyage which includes calls at Port Said, Suez, Hong Kong, Shanghai, Chinwangtao, Bombay, etc., on December 20th.

**Norfolk and Stafford for Shanghai.**

The 1st Battalion Gloucestershire Regiment will proceed to Egypt by the *Somersetshire*, leaving Southampton on September 25th, and that vessel will transport the 1st Norfolk from Egypt to Shanghai. She will also take the 2nd Battalion Welch Regiment from Shanghai to Singapore, and the 2nd Duke of Wellington's Regiment from Singapore to India. She will bring home the 2nd Battalion Gloucestershire Regiment from India, and is due at Southampton on December 26th.

The *City of Marseilles*, leaving on October 9th, will take the 10th Hussars to Egypt and the 15th-10th Hussars from Egypt to India, while the 5th Inniskillings will embark at Bombay on November 5th for home.

The *Nevada's* second voyage, beginning at Southampton on October 20th, will be concerned mainly with R.F. drafts and details to and from Iraq, Egypt, Malta, and India.

The 2nd South Staffordshire are to sail for Shanghai in the *Nevalia* on November 13th, and the 2nd Suffolk will be taken from Shanghai to India; while the *City of Marseilles*, leaving on December 8th, with drafts, etc., will transport the 1st Somerset Light Infantry from Egypt to Hong Kong and bring the 2nd Scots Guards from Shanghai to England.

**2nd Wiltshires for Hong Kong.**

The *Nevada* will make a trip to Mediterranean stations, and Karachi on December 27th, chiefly with drafts and details, and the *Somersetshire*, leaving on January 5th, will take the 2nd Wiltshire Regiment from India to Hong Kong and the 1st Queen's Regiment from Hong Kong to India. Home-wards, she will transport the 1st Lancashire Fusiliers from Egypt to Sudan and bring home the 1st South Staffordshire Regiment from Sudan.

The 2nd Black Watch will sail from Southampton in the *Dorsetshire* on January 8th for Egypt (temporarily), and will afterwards move to Gibraltar. By the same vessel the 1st South Wales Borderers will go from Egypt to Shanghai and the 1st Northamptonshire will travel from Shanghai to Egypt; also she will bring home the 2nd East Surrey Regiment from Gibraltar.

The 1st Welsh Guards are to sail from Southampton on February 18th in the *Nevalia* for Egypt, from whence the vessel will take the 1st Gloucestershire Regiment to Tientsin. She will also transfer the 1st Bedford's and Hert's from China to India, the 2nd West Yorks from India to Aden, and the 2nd South Wales Borderers from Aden to England.

By the *Nevada*, leaving on February 28th, the 25th Field Brigade, R.A., will proceed to India, and the 26th Brigade will be brought home, while the *City of Marseilles*, sailing in March, will take drafts to Egypt and India and bring home various details from India.

who know and name the planets, tribes who sing to the sun and have the most beautiful voices. There are the Maxubis, still unknown outside, who worship Vira Vira, the Sun, known to the Incas as Vira Cocha.

The Amazons, or Aikeam-benanes—the women who live alone—were not mythical. One region which they inhabited is still unexplored. The Marikuitas were robust people with women chiefs, whose women fought like the Amazons. The Cambanas were fair Indians, working in cotton and using rubber.

The Ibirajavas, according to the Tapuya tribes, ornamented themselves with plates of gold.

In the unexplored areas are at least two large ruined cities, but the whole region is rich in archaeological remains so far quite unknown. They are the most interesting and most important, because they are virtually intact, even if ruined. There can have been no sacking by war or removal of relics."

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## THE SHANGHAI TYPHOON.

THREE SHIPS IN THICK  
OF IT.

"D'ARTAGNAN," "EMPRESS  
OF ASIA" AND "TIRPITZ."

FLOODS IN THE CITY.

After the conventional greeting, the topic of conversation in Shanghai during the last few days has naturally been "the typhoon," says last Tuesday's *N.C. Daily News*. But what of those at sea? While householders in the residential districts were busy removing effects to upper floors in anticipation of higher floods, a far sterner battle was proceeding at sea between vessels, bound for this port, and the elements.

Interviews secured yesterday by a representative of the *N.C. Daily News* with officers of ships who were in the typhoon area show that an exceedingly anxious time was experienced.

The *M.M. D'Artagnan* left Hong Kong bound for Shanghai at 6 p.m. on Tuesday last, the *C.P.O. Asia* and the *Empress of Asia* left the same port on the morning of Wednesday, and the Hamburg-America s.s. *Tirpitz* left Keelung on the morning of the same day.

**Dodging The Centre.**

The *D'Artagnan*, arrived in the Formosa Channel on the 13th and received wireless advice as to the whereabouts of a typhoon which was travelling north-westward. The position of the latter was such that the captain deemed it necessary to proceed dead slow with a view to allowing the typhoon to pass, as continuance of the regular speed of the vessel would have brought him somewhere near the centre. At about this time the *Empress of Asia* passed the *D'Artagnan* at great speed, evidently with the intention of passing the spot where the typhoon was expected to be at a given time before the latter's arrival. It was known that the typhoon was moving very slowly and the *D'Artagnan* was in constant touch with Sincawei Observatory and Nagasaki by wireless, and by means of her radio compass was able to ascertain her correct bearings, the visibility and the conditions being such that this was the only way in which she could determine her position. The seas were mountainous and yellow, and all ships were shipping quantities of water and pitching and rolling considerably.

The *Empress of Asia* failed to beat the typhoon and had to return, and as she passed the *D'Artagnan*, who had already turned back, she could be seen shipping heavy seas. The *Tirpitz* was also in the vicinity and in constant wireless communication. The three ships were, at this time, about 100 miles from the centre of the typhoon and were at a spot somewhere near Tungyung Island on which is a lighthouse.

It was at 7 a.m. on the morning of the 14th when the *D'Artagnan* was forced to turn back and she remained riding the heavy seas until mid-day, when wireless advice was received that the typhoon was approaching land at a spot called Huang-yen in Chekiang, about 40 miles south of Ningpo. The vessel then proceeded to Wosung and arrived one day later, Commander Malaussena, the master of the ship being on the bridge for 14 hours.

**Much Wreckage Passed.**

In conversation with the first officer, the latter said that much wreckage and many capsize junks were seen during the passage and hundreds of birds sought refuge in the ship during the bad weather. In this connection, the writer saw one little bird in the smoking room and was told that this one was the only one which had remained on board and, although all the windows were left open, the visitor refused to leave his haven. Al-

(Continued on next column).

## MR. LESLIE HAYNES IN TROUBLE.

SENT TO SINGAPORE HOUSE  
OF DETENTION.

SINGAPORE, Sept. 13th.  
Mr. Leslie E. Haynes, who recently arrived in Singapore from China, was charged in the Fourth Police Court on September 6th with vagrancy in South Bridge Road on September 5th.  
He pleaded guilty, and said that he was trying to get into touch with some of his friends. The magistrate ordered him to be sent to the house of detention.—*Strait Budget*.

though not yet friendly, he would come down and take food when the room was unoccupied.

The three vessels acquainted each other by wireless at mid-day on Friday that they proposed to turn round and make for Shanghai and they arrived at Wosung at about the same time on Saturday morning no worse for the experience.

### IN SHANGHAI.

Floods to a large extent subsided in Shanghai yesterday, save in a few areas the drainage of which, it was learned, depends upon creeks to the west of the International Settlement and, in the case of the French Concession, upon Sincawei Creek. In addition to a rainfall of nearly eight inches, the tide on Sunday reached a level which has seldom previously been recorded. This allowed water in some cases to come up the drains instead of flowing away down them, and, especially in the French Concession, made the depth in the streets worse than it might otherwise have been.

It was pointed out to a representative of the *N.C. Daily News* that the tidal creeks to the rear of the Settlement are not under Settlement supervision. Obstructions in these creeks are allowed and occasionally they interfere with the drainage. In the case of Sunday however, the level in these creeks was so high that the water could not flow away, and the slow disappearance of the floods from parts of the Western district is attributed to the slow rate at which the level in these creeks sunk in comparison with the Whangpoo, which receives the drainage from the parts of Shanghai near the river.

### Sincawei Creek In A Bad Way.

The appalling condition of Sincawei Creek, which is being allowed by the Chinese authorities gradually to fill up with mud, is one of the chief causes of the French Concession being constantly flooded. This creek has been allowed to fill to such an extent that boats may be seen resting on the mud at its bottom, just where the flow ought to be strongest to carry off the drainage.

### A Bath For The Alleyways.

An interesting sidelight on the effect of the flooding was thrown by an official of the S.M.C. Public Health Department. A flood acts on a city like Shanghai as a good bath on a person who needs it, he explained. Though the streets are washed and rubbish removed from alleyways by the P.W.D., there is always a certain amount of dirt which can only be removed by a flood. In addition Chinese in alleyways learn a lesson which no amount of instruction would otherwise teach them, and that is to use the receptacles placed there for rubbish. Chinese often dump their rubbish just outside their doors, and a flood like Sunday's washes it back inside again and they get first hand experience of how unpleasant such rubbish can be.

Numbers of rats went the way of those who did not join Noah in the Ark, to a watery grave.

**Barracks Collapse At Wosung.**  
Reports from Wosung indicate that houses in that district suffered from the wind and downpour. Particularly is mentioned the soldiers' barracks, the walls of which subsided during the rain and storm.



**CANTON'S FIRING SQUAD.****NOTORIOUS COMMUNIST EXECUTED.****THIRTY-SIX VICTIMS IN A WEEK.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, September 21st.

Last evening saw the execution at Red Flower Hill in front of the Holy Trinity College, a British institution, of seven outlaws and Communists, including Tang Kai Poo, the notorious Red who was one of the directors of the Communist uprising on December 11th last. Practically all of the victims were arrested in the recent raids on Communist haunts in the city. It will be remembered ever since the arrest of Tang Kai Poo, the Canton Police have been exceedingly active in running down the Communists in the city. Raid after raid was conducted and persons showing the slightest vestige of Communist sympathy were placed under arrest. During the past seven days more than ten haunts were raided and over a score of persons arrested. Tang Kai Poo was the moving spirit of Canton Communism and his arrest and subsequent trial have been reported at some length in these columns.

The total number of Reds executed during the past seven days was 36, and there are still about 80 suspects in the city fall awaiting trial. The Canton Garrison carried out 24 executions, and 12 were done by the Police. The authorities are showing no mercy towards Communists, and refuse to take any chances with these desperadoes. Executions are again of daily occurrence—five a day is about the average. People living close to the execution grounds say that the place is smeared with blood and rank grass is nourished from this source.

**DEATH PENALTY FOR THEFT.**

The Canton Police are also resorting to drastic measures in dealing with petty theft. In a notification recently issued to the public they declared that capital punishment will again be put into effect for such offences. It will be remembered that Chu Fai Yat, Canton Police Commissioner during the Red regime had proscribed execution as the punishment for theft. But capital punishment for these offences was again carried out after Mr. Chu had left Canton, and while it was in force the number of cases of stealing was very much smaller. Recently, however, the Police reconsidered the matter and thought that capital punishment was too severe. Punishment was made more lenient. But the result was that the number of thefts has increased and continued to increase. Because of this the Police have decided to re-enforce the extreme penalty in the hope that stealing will be stopped.

**FALSE NEWS!****ANGER OF CANTON OFFICIALS.****JOURNALIST PUNISHED: HONG KONG PAPER BANNED.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, September 21st.

Considerable anger has been aroused in official circles by reports in the vernacular press stating that General Wong Shui Hung, Commander of the 15th Army and Chairman of the Kwangsi Provincial Council, had arrived in Canton with the Kweichow Envoy, Mr. Mo Kwang Cheung, on the 18th of this month on board the gunboat *Kiang Koo*. The fact was that only the Kweichow Envoy and his party came and that General Wong did not. The Kwangsi General was at that time in Luochow inspecting arrangements for the coming Exhibition in that city. The affair was made worse by the completeness of the report which appeared in the *Min Kuo* newspaper, the official organ of the local Kuomintang. This newspaper gave a long account of General Wong's arrival, his interviews with the local officials, the banquet given in the Government House in his honour, the place of his sojourn, all indicating beyond the shadow of a doubt that Marshal (Continued on next column).

**HEROIN PILLS.****KWANGTUNG FACTORY RAIDED.****DRUG REPLACING OPIUM FOR SMOKERS.****WOMAN OFFENDER'S EVIDENCE.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Sept. 21st.

Reports have come to hand of a heroin factory being unearthed in Toyshan city not far from Canton. The factory, which had the appearance of a store, was raided by a group of detectives and over 15,000 red pills, a large quantity of raw opium from which these red pills were made, and a complete outfit for manufacturing this illicit drug were seized and taken to the Toyshan Police Station. At the time of the raid one woman named Chang Yuet Kam was arrested and charged with manufacturing the prohibited drug.

At her trial by the district judge she said that she and her husband had been hired by a firm in the city of Toyshan, to make the pills and that they had come there from the Province of Kiangsu about a month ago. Her husband, Luk Yau Yu, was not on the premises at the time of the raid and consequently escaped. Under close questioning the woman said that she and her husband had their secret factory in a temple in Sun Wool city but were forced to abandon the place on account of the vigilance of the Police there and the difficulty of transporting the red pills to other cities. They were then engaged by the firm in question in Toyshan city where business was more lucrative and the Police watch, up to a few days ago, was looser. She also admitted that the owners of the secret red pill factory were two wealthy merchants of Toyshan district, and told the judge their whereabouts. They were at once arrested and brought to trial. At first they would not admit that they were the owners of the secret factory, but confronted by evidence produced by the woman, they finally admitted their guilt. The Toyshan Police are now looking for Luk Yau Yu, the husband of the arrested woman, but he was nowhere to be found, and the woman absolutely refused to divulge his whereabouts. Fearing that the culprit has secretly slipped to Canton, the Toyshan Police have telegraphed to the Canton Police to maintain a sharp lookout for him.

**CONNECTION WITH HONG KONG?**

Subsequent investigation showed that these red pills were identical with those recently discovered in Hong Kong, and the Police are wondering if there is some connection among the persons manufacturing this illicit drug in the British Colony and similar offenders in Canton. The three arrested persons have so far refused to disclose anything which might assist the Police to make further raids and arrests. The two men have, however, stated that approximately 150,000 red pills have been sold since the opening of the factory about a month ago. The woman said that she and her husband were making the pills for the two men on the basis of \$40 per 10,000 pills. What sort of punishment these law breakers will get is not known, but it will be severe. It has further been found that the use of red pills in place of opium has been very widespread in the interior of Kwangtung and that there are many people addicted to it. They say smoking red pills is the latest fashion for opium smokers. Our correspondent was told that the raw materials for making red pills were smuggled into Kwangtung principally from Wuchow and Hong Kong.

Li Tsai Hsin's most trusted Kwangsi colleague had actually arrived in Canton. Then to make quite certain the editor of the newspaper in question telephoned to the Canton Headquarters of the 15th Army for confirmation of the news. The editor was told that the report was true and that the military chief had actually arrived in the city. But on the next day great was the perturbation among high Government officials who declared that it was inexcusable that the official organ of the Canton Branch of the Nationalist Party should have published such a false report. The newspaper had to apologize and the reporter responsible was dismissed and strongly reprimanded by the Government.

The *Wah Tat* Pao of Hong Kong also published a similar report in its columns and the Canton Political Council at once banned that paper in Canton saying that Canton cannot tolerate such misstatements.

**THE YAUMATI MURDER.****CASE OPENED AT HOW-LOON MAGISTRACY.****SMART WORK BY POLICE.**

A double murder committed at Woosung Street, Kowloon, on the early morning of August 19th, was recalled yesterday at the Kowloon Magistracy when a Chinese was charged with the crime.

Mr. H. Somerset Fitzroy, Assistant Attorney General appeared for the prosecution. Mr. Hin Shing Lo is for the defence, while Mr. J. M. Remedios is watching the case for the family of the murdered men.

Outlining the case for the prosecution, Mr. Fitzroy said that the exact time of the murder could not be established, but it was between four and five in the morning.

Two men were sleeping outside the door of their shop, and it appeared that their assailant or assailants—probably two men did the deed because two daggers were found—stabbed the two men while they were asleep, and then made good their escape.

One of the murdered men, Lo Shing, was stabbed in the chest and the other in the stomach. The latter man, Leung Yu Chi, despite his injuries, staggered to a nearby tea house for assistance.

**Callous Bystanders.**

Continuing, Mr. Fitzroy said that he arrived there and the accountant of the tea shop would say that the injured man asked for a police whistle. This was given and blown. Some of the people in the tea house began to walk away without making any attempt to help the injured man.

Leung Yu Chi then staggered back to his shop where he gave the whistle to one of his *jokis* to blow for help. The police arrived on the scene, and two blood stained daggers were found near the murdered men.

Mr. Fitzroy said that evidence would be called to show that the murdered man Leung was in partnership with the accused in a cake business on July 1927. They first opened a shop in Woosung Street, and within the course of three months' business, they moved the shop twice. Partnership between the two men was dissolved in January this year, and there would be evidence to show that the accused and the murdered man, Leung, had had many quarrels over money matters. The accused had threatened and had fought the murdered man.

**Former Partners In Opposition.**

Accused opened a shop of his own next door to his former partner and a sort of opposition went on. In July this year, accused moved to Hong Kong taking premises in Queen's Road West. There was evidence to show that the accused was over in Yaumati on the night of the murder, his brother was over with him, and the latter was actually on the way back when he was arrested. The brother was discharged on the police being convinced that he could not have taken part in the murder.

Mr. Fitzroy went on to say that the most extraordinary part of the matter was that the accused returned to his shop at six o'clock in the morning of August 19th, and, without giving any reason to his *jokis*, packed up his belongings and tried to board the *Sui An* for Macao. The Police, however, were there before him and he was arrested at the Wing Lok Street Wharf.

Medical evidence given by Dr. Newton was to the effect that Lo Shing died five minutes after admission to the Kowloon Hospital. Leung was unconscious and his intestines were protruding from the wound in his abdomen. An immediate operation was performed but the man died an hour later. The case was adjourned.

**CANTON AEROPLANE IN TROUBLE.**

Last Monday afternoon one of Canton's airplanes whilst up on a flight developed trouble, and the aviator was forced to descend in the river near the wharf of the Canton Christian College.

The machine had been in the air for about an hour when the trouble was first experienced. The pilot endeavored to fly back to Taishan aerodrome but could not quite make it, and the plane fell into the river. Being good swimmers both the pilot and the passenger who accompanied him were able to get ashore, but the plane still remains to be salvaged. *Canton Gazette.*

**ROUND THE COURTS.****BRIBING OFFICERS OF THE LAW.****POLICE DUTY TO WARN IGNORANT CHINESE.**

Offering bribes to officers of the law is a common offence in Hong Kong and Chinese hawkers seem to be under the impression that a few ten cent pieces are sufficient to buy any constable.

Sub-Inspector James told Mr. W. Schofield, the Kowloon Magistrate yesterday that the police, by neglecting to warn ignorant Chinese of the seriousness of offering bribes to officers of the law, were contributing in a large measure to this class of offence. He was prosecuting a Chinese medicine vendor for not having a license and for offering a bribe of \$1 to an Indian constable.

In his evidence, the constable said that the defendant gave him \$1 to release him. Witness refused it and while on their way to the Police Station, defendant took out a handful of coins and offered them to him. Witness admitted that he did not warn defendant of the seriousness of the offence.

Defendant was fined \$3 for hawking without a licence, and \$10 for attempting to bribe a police officer.

**HUSBAND PROMISES TO BE GOOD.**

A Chinese married couple appeared before Mr. W. Schofield at the Kowloon Magistracy, the wife charging the husband with assault. She said that the man had cut her toe with a razor but she was willing to withdraw the case if her husband would promise to be good and to support her.

Insp. Hoare suggested to the Magistrate that any punishment meted out to the husband would be equally bad for the wife as she would thus be deprived of support.

Defendant assured the Court that he would mend his ways and put his razor to a proper purpose only. The case was dismissed.

**MORE SPURIOUS COINS.**

More spurious coins have been unearthed by the Police and as a result two men were charged at the Central Magistracy yesterday.

A Chinese who resided in a hut at Saiwanho received a surprise visit from the Police, who discovered 51 ten-cent pieces hidden in every nook and corner of the hut. The man pleaded that he got the "dud" coins in exchange for opium which he had been selling and did not know that they were counterfeit.

In sentencing the man to four months' hard labour, Mr. K. E. Lindell said that defendant must have known that the coins were bad otherwise he would not have taken the trouble to hide them away so carefully.

Another Chinese was brought before Major C. Willson for uttering spurious coin. He went to a cigarette stall and offered a bad ten-cent piece for his purchase. When searched by the Police it was found that the man had two other ten-cent pieces which were also bad. He was sentenced to six weeks' hard labour.

**BANISHER'S FONDNESS FOR HONG KONG CIGARETTES.**

A Chinese who was banished for ten years from the Colony apparently had a fondness for the cigarettes sold in Hong Kong. He returned here before his time was up and got himself in trouble by stealing three packets of cigarettes from a stall in Wanchai.

Mr. Lindell sentenced the man to two months' hard labour on the larceny count, and for returning from banishment, he had to do another stretch of ten months' hard labour. Defendant was also ordered to receive 20 strokes of the birch.

**MARKET FOKIS AT LOGGER-HEADS.**

Two Chinese market *fokis* were bound over in their personal bond of \$75 to keep the peace for one year. They appeared before Mr. Schofield yesterday, each accusing the other of having poured boiling conger over him.

**MR. JOHN SMITH'S SYNDICATES.****THE RECONSTRUCTION OF CHINA.****STAGGERING FIGURES AND LONG TERM CREDITS.****HOME COMMENT.**

When the news was first cabled to Hong Kong that Mr. John Nind Smith has organised an important syndicate of British Industrialists to take up large contracts in China a good deal of scepticism was expressed in business circles regarding the outcome of the venture.

Mr. Smith is known here as a former professor of English in the University. He was not in the Colony for more than three or four years and his business experience must necessarily be very limited. When he returned home it was understood that he had obtained employment as a teacher in one of the public schools.

Commenting upon his enterprise, the *China Express and Telegraph* just to hand says:—

"According to one of the morning papers 'contracts of great value' are about to be signed between the Chinese Nationalist Government and a powerful syndicate of manufacturers with interlocking interests in almost every phase of British industry and trade, for the reconstruction of parts of the war-ravaged areas of China. The syndicate, it is said, will make itself responsible on long credit terms for the supply of materials to the value of over fifteen millions sterling.

Another syndicate, supported by an important firm of constructional engineers, is also spoken of, whose purpose will be to modernise with roads and railways the extensive provinces of Chekiang and Kiangsu. After four years of civil strife and with keen aspirations towards a higher degree of world greatness, China certainly presents a wonderful field for enterprise of the nature described, but, loath as we are to say it, the news of contracts about to be signed appears to be somewhat premature. Syndicates may be forming for the first time in the time comes, but the table has not yet been laid nor have the guests been invited. China's future is still far from settled. Before any decision can be reached about 'contracts of great value' the country's credit has to be restored. China is already heavily in debt to British firms for railway materials and bondholders have claims of long standing to be met before any scheme of railway construction, road-building, harbour works and what not can be entertained by responsible business men in this country, no matter how eager they may be to help China and provide much-needed work for British industry. The news, it appears, has been telegraphed to China. Shanghai considers the step "rash in the extreme" and Peking regards it with "pleased amazement."

A little play on the last word changes it to amusement, and this describes how the report has struck those big business interests in London who, of late years, have had cause to know China. Those busy men who claim to be conducting affairs in Nanking are welcome to their ambitions for a great China—on this point the foreigner does not interfere—but they cannot expect foreign help of the kind indicated until they have established a central administration which will be absolutely free from tampering and interference at the whim of the military. Nanking has solemnly recorded a number of resolutions regarding the war lords to oblivion, but the war lords go their way as hitherto and heed them not. In the progress of straightening out there are many difficult problems to be solved. Vast armies are to be disbanded, complete tariff autonomy is to come into being, the Customs service is to be reorganised, an income tax is to be imposed. These are merely a few items taken at random from the Nanking programme. With the full sympathy for those at the wheel and with no wish to exaggerate the difficulties, it can truthfully be said that until the Government possesses full authority to put its plans into practice, its programmes are of little value. Present political conditions offer no ground for the supposition that Nanking has that authority. That the political theorists of the new China are sincere and full of energy there is no doubt, but they sometimes put the cart before the horse and ignore the factor of their own provincial authorities, who after all will have the last word to say when sweeping changes come to be made. The development of China on modern lines will be a huge undertaking, big enough to employ all the British syndicates that may be formed, but meantime it is extremely doubtful if responsible British firms will risk embarking upon contracts which on the face of them are a gamble with heavy odds against them.

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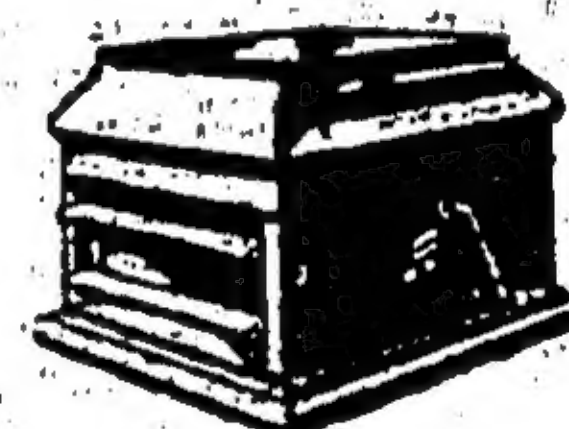
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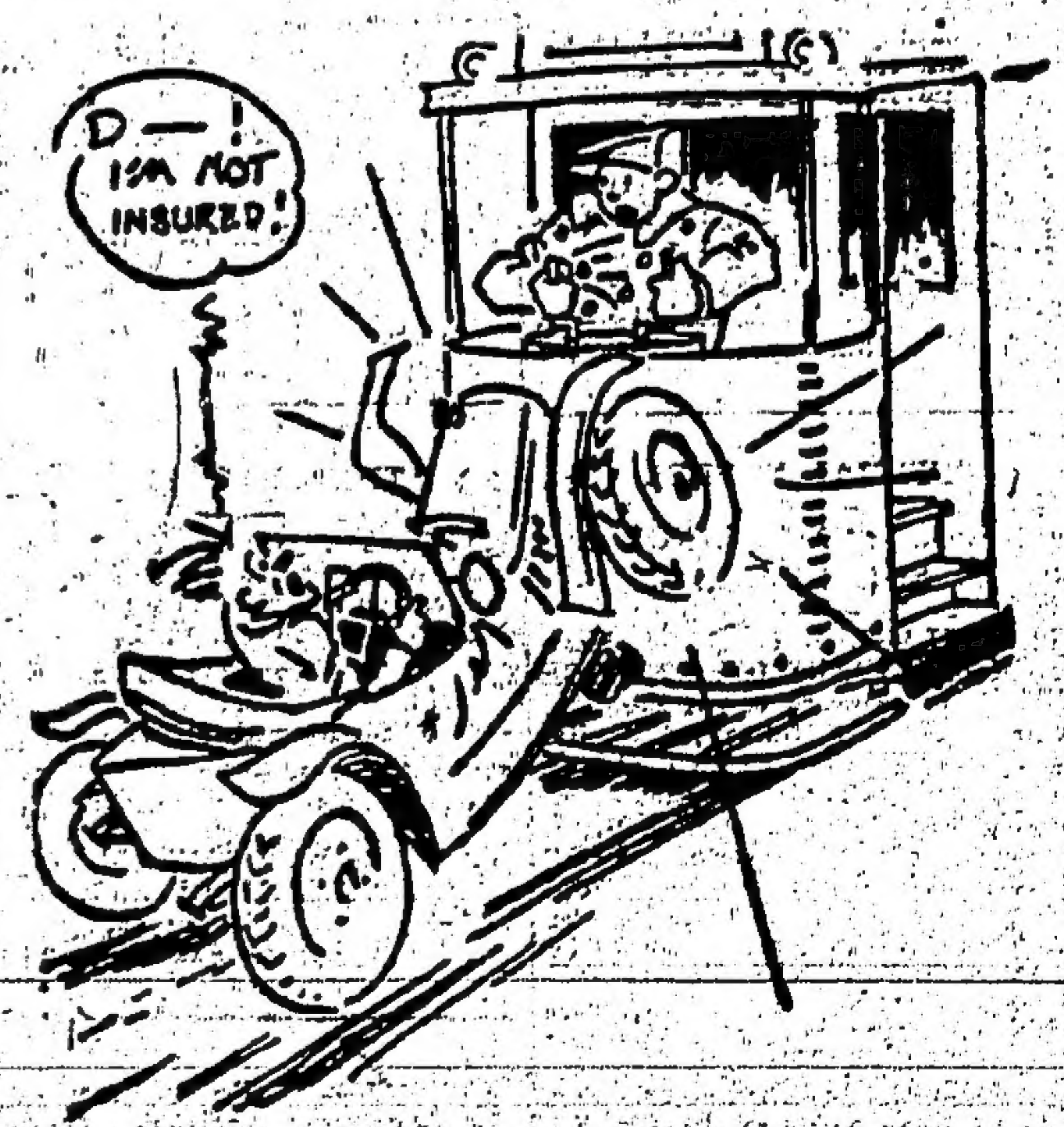
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[A 75]



## NEW ADVERTISEMENTS.

## HONG KONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING OF MEMBERS of the above Society will be held in the CITY HALL on THURSDAY, 27th SEPTEMBER, 1928, at 5.45 p.m., for the purpose of—

- (1) Receiving the Annual Report and Statement of Accounts for the Year ended 31st August, 1928.
  - (2) Electing Officers for the ensuing year.
  - (3) Considering and, if thought fit, passing Amendments to Constitution and Rules as already advised.
- A. BITHORPE,  
E. M. BRYDEN,  
Joint Hon. Secretaries.

## MACAO CHARITY AND COMMERCIAL FAIR.

## NOTICE.

THE General Committee of the MACAO CHARITY AND COMMERCIAL FAIR announces that the OPENING DATE of the FAIR has been Officially Fixed for 3rd NOVEMBER, 1928, at 9.30 a.m. (Weather Permitting) and CLOSING DATE on the 22nd DECEMBER, 1928.

## MACAO RACES.

DRAFT Programmes and Entry Forms for the TENTH EXTRA RACE MEETING to be held on SUNDAY, 14th OCTOBER, 1928 (Weather Permitting), may be obtained from the I.R.C., MACAO, CAUSEWAY, BAY STABLES, and BOXER ADVERTISING CO.

Entries CLOSE at MACAO 2.30 p.m., WEDNESDAY, 3rd OCTOBER, 1928.

## HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 6th and on MONDAY, 9th OCTOBER, 1928 (Weather Permitting), may be obtained at the RACE COVERS, HONG KONG CLUB, and CAUSEWAY BAY STABLES.

Entries will CLOSE at 12 o'clock noon on SATURDAY, 22nd SEPTEMBER, 1928.

## EX-ACTIVE SERVICE MEN'S ASSOCIATION.

(1914-1918).

A FAREWELL SUPPER in honour of Mr. C. F. HAYLEY BELL, D.S.O., President of the Association will be held on SATURDAY, the 22nd SEPTEMBER, commencing at 8.30 p.m. at the Free Press, No. 17, Queen's Road Central.

As it is anticipated that there will be a large gathering, members wishing to attend are requested to make early application to the undersigned.

R. J. HUNT,  
Hon. Secretary.

Hong Kong, 19th Sept., 1928. [6739]

## THE CHINA LIGHT &amp; POWER CO., LTD.

## NOTICE.

WITH reference to the Circular Letter dated 23rd April, 1928, whereby an Offer was made to the Shareholders of the Company of One Additional Share for Every Five Shares held by them on that Date, the Directors of the Company have resolved that the Latest Date for Acceptance of the Offer of the said Additional Shares will be 1st OCTOBER, 1928, after which Date any Share for which applications are not received on or before 1st OCTOBER, 1928, will be disposed of by the Directors for the benefit of the Company.

SHEWAN, TOMES & CO.,  
General Managers.

Hong Kong 15th Sept., 1928. [6719]

## OFFICIAL NOTICE.

## PROPOSAL TO CHANGE A SHIP'S NAME.

I, NEILLAGE BROWN, of Hong Kong, HEREBY GIVE NOTICE that in consequence of our desire to conform with the Names of Similar Vessels owned by us, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "TAIKOO MING" of Hong Kong, Official Number 137676 of Gross Tonnage 35.21 tons, Register Tonnage 23.94 tons, heretofore owned by TAIKOO SUGAR REFINING CO., LTD., 8, BILMUTER SQUARE, LONDON, E.C.3, for the Permission to Change her Name to "YENTAI" and to have her registered in the New Names at the Port of Hong Kong as owned by CHINA NAVIGATION CO., LTD.

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hong Kong within Seven Days from the appearance of this Advertisement.

Dated at Hong Kong this 12th day of September, 1928.

(Signed) NEILLAGE BROWN.  
[6715]

## INTIMATIONS.

## NOTICE.

THE Hong Kong Government invites TENDERS for the Purchase of A PRIESTMAN GRAB DREDGER. For further particulars, Apply to the DIRECTOR OF PUBLIC WORKS. [6726]

## KOWLOON FOOTBALL CLUB.

THE ANNUAL MEETING of the MEMBERS of the KOWLOON FOOTBALL CLUB will be held at the CLUB HOUSE, CHATHAM ROAD, MONDAY, SEPTEMBER 24th, at 6 p.m.

A. W. EASTMAN,  
Hon. Secretary.

6712]

## ROYAL SANITARY INSTITUTE.

## HONG KONG CENTRE.

EXAMINATIONS for Sanitary Inspectors and Sanitary Science will be held on or about OCTOBER 24th and 25th.

Candidates may obtain Application Forms and Copies of the Prospectus from the LOCAL SECRETARY, c/o King's College. [6736]

## THE CANTON INSURANCE OFFICE, LIMITED.

## NOTICE.

NOTICE IS HEREBY GIVEN that the following Scrip Certificates—Dated 8th June, 1892, for 8 Shares numbered 7155/7234 in the Name of Messrs. GEORGE KING & CO., of SYDNEY, and No. 2507 for 10 Shares numbered 7015/7024 in the Name of Mrs. LUCY ELIZABETH KING and Messrs. GEORGE CHATFIELD KING, FRANK EDWIN DIXON and CHARLES STUART KING, Executors of the Will of ROBERT JOHN KING (Deceased), of SYDNEY, Have been LOST, and should the Same not be produced before the 3rd OCTOBER, 1928, NEW CERTIFICATES will be issued to the said Messrs. GEORGE KING & CO. and Mrs. LUCY ELIZABETH KING and Messrs. GEORGE CHATFIELD KING, FRANK EDWIN DIXON and CHARLES STUART KING, Executors of the Will of ROBERT JOHN KING (Deceased), and No Transaction taking place under the Old Scrip Certificates will be recognised by the Office.

JARDINE, MATHESON & CO. LTD.,  
General Agents.

Hong Kong, 18th Sept., 1928. [6722]

## NOTICE.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. Y/92 for Twenty Shares, 24 Feb. 1928, Paid Up, Numbered 13130/13149 in this Society standing in the Name of CHO YIK TONG of SHANGHAI, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the Said Certificate will be deemed CANCELLED and of No Effect, and A NEW CERTIFICATE for the said Shares will be issued in its stead by the Society.

PAUL LAUDER,  
General Manager.

Hong Kong, 14th Sept., 1928. [6718]

## THE INTERNATIONAL RACE &amp; RECREATION CLUB OF MACAO, LTD.

## HOLDERS of the UNDRAWN TICKETS in the MACAO CHAMPION SWEEPSTAKES.

are requested to communicate with THE INTERNATIONAL RACE & RECREATION CLUB OF MACAO, LTD., MACAO.

CARLOS DE MELLO LEITAO,  
Chairman, Board of Directors.

Macao, 20th Sept., 1928. [6732]

## "THE PEAK FLATS."

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House suitable for Office or Residence. Flush System with Modern Sanitary Conveniences.—Apply: C. M. KARANGIA, 21, F.O. SHAMKIN.

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[1869]

## INTIMATIONS.

## TO LET.

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[6737]

## TO LET.

FLAT in CARMARVON BUILDINGS, KOWLOON. 5 Rooms, HOUSE in MINTON AVENUE, KOWLOON.

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[6273]

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Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

## The Daily Press.

HONG KONG, SEPTEMBER 22nd, 1928.

## PROBLEMS OF CHINA'S GOVERNMENT.

[50]

The Government would be unable to discharge their responsibilities which would come with the taking over of the concessions and the abolition of all foreign consular jurisdiction. A few cases of mismanagement and the prestige of the Government would sink. If there were a repetition of such incidents as those at Nanking, or any grave miscarriage of justice the world, which may be regarded as occupying the position of the Grand Jury, would pass its condemnation. It would take a considerable time for China to recover from such mistakes.

Although severe pressure, therefore, will unquestionably be put upon Chinese leaders to urge the cancellation of treaties, they would be well advised to hesitate. The country cannot afford to jeopardise her international position by precipitate action and there is nothing of real value to be gained by pretending that she is able to discharge all necessary duties when it is obvious that she does not yet possess the necessary organisation—political or judicial, nor the men properly trained for such tasks.

Her immediate problem is to furnish a guarantee of good government, to create an atmosphere of confidence in which trade can be carried on without the payment of extortionate and illegal exactions. She must stimulate and encourage commercial activity in order that money may be forthcoming for social betterment. It will never be obtained in other ways. She must show her good faith by honouring her debts in order that further foreign capital may be available for economic development. Her social legislation depends on these factors and as the welfare of the people is her first professed consideration it is to these problems she should first address herself. The revision of treaties can easily wait, and from all practical points of view it would be in the interests of the Chinese Government that such revision should be postponed until some, at any rate, of the reforms outlined have been initiated.

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**SHANTUNG TERMS OF SURRENDER.****CHU YU PU RETAINS COMMAND.****CHANG TSUNG CHANG TO RETIRE.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 21st. Reports from Mukden confirm the surrender of the Chihli-Shantung forces providing that they are reorganized into Fengtien forces. Chu Yu Pu will retain his command for the time being. Also the Fengtien must guarantee the safety of the lives and property of Chang Tsung Chang and Chu Yu Pu, but Chang Tsung Chang will go into retirement.

**REORGANISING THE VANQUISHED.**

(Wah Tsz Yat Pao).

SHANGHAI, Sept. 21st. War operations ceased in the area east of Luohao on the 19th inst. According to an official report from Fengtien, the Fengtien military authorities have reorganized the surrendered Chihli-Shantung troops which number about 80,000. Twenty-seven aeroplanes were also captured.

It is reliably reported that General Chang Tsung Chang has fled to Dairen. His concubines, however, numbering over a dozen, were not in time to make their escape and are still at Wushan. One of them has been arrested by the Nationalists and is being detained at Yangshan.

**DISARMAMENT.**

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 20th. It was generally expected that a formal announcement of the appointment of the five new Government Boards would be made at today's meeting of the Central Executive Committee, but although the Committee turned up in full force, no decision of importance was made.

It is rumored that there is dissatisfaction in certain circles at the non-inclusion of Mr. Wang Ching Wei, but General Li Lieh Chun points out that the appointments cannot be made until the new regulations have been approved.

Shanghai bankers are pressing for the appointment of Mr. Chien Hsin Chih as Finance Minister, but the Party leaders favour Mr. Sun Fo for the post.

**RISINGS AGAINST FENG.**

[THROUGH REUTER'S AGENCY.]

PEIPING, Sept. 21st. The bandit uprisings in Shensi and the Mohammedan uprising in Kansu are not proving as serious as was at first estimated. Feng Yu Hsiang has cancelled his plan to visit Kansu to direct the operations of his forces there according to the vernacular papers, and possibly he will return to Honan in a few days.

**ADDITIONAL MEMBERS.**

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 21st. Hu Han Min and Sun Fo have been appointed as additional members of the standing committee of the Central Executive Committee.

**MANCHURIAN RAILWAY.**

[THROUGH REUTER'S AGENCY.]

PEIPING, Sept. 21st. The Kirin-Tsinhu Railway has now been completed and will be open for traffic on October 10th.

**MORE RUMOURS OF WU PEI FU.****PEKING'S DISCONTENT WITH NATIONALISM.**

PEKING, Sept. 12th. Seemingly mad rumours about Wu Pei Fu's return not only persist but grow daily, adorned with circumstantial details, writes the Peking correspondent of the North-China Daily News. While well informed persons know that Wu Pei Fu is in a remote quarter of Szechuan, street gossip here insists that he has taken Ichang on the Yangtze, has advanced through Shensi, and that Yen Hsi Shan, and Pei Chung Hsi, and Liu Chen Hui, all former subordinates have thrown in their lot with him. The local revolution of feeling against the ruinous character of Nationalism presupposes some champion, to which post Wu Pei Fu has been elected by a crude popular ballot. It is pathetic to find all details worked out in the persistent

(Continued on next column).

**JAPAN'S COTTON SPINNERS.****PLAN TO ABOLISH NIGHT WORK.****END OF RESTRICTION.**

[THROUGH REUTER'S AGENCY.]

OSAKA, Sept. 20th. After a lengthy discussion, the Committee of the Japanese Cotton Spinners' Association has decided that the present 23 per cent. curtailment of the production of cotton yarns will be continued until July 1st, 1929.

At the end of that time, it is proposed that the midnight shift shall be abolished, which will thus make it unnecessary to resort to further organised curtailment.

It was also decided that any mills which voluntarily abolish the midnight shift before April 1st next will be permitted to work their machinery to its full capacity without any artificial restrictions.

By this agreement, every encouragement is being given for the discontinuation of work late at night.

The decision of the committee is to be communicated immediately to all the members of the Cotton Spinners' Association and it is anticipated that the proposals will be accepted without hesitation.

**NEW CHARGES FOR CODE TELEGRAMS.****TWO CATEGORIES.****BRUSSELS CONGRESS DECISION.**

[THROUGH REUTER'S AGENCY.]

BRUSSELS, Sept. 20th. The International Telegraphic Congress which has been discussing a proposal of a uniform tariff at lower rates for clear code has reached an agreement.

It has been decided by 46 votes to 4, that code telegrams for purposes of the new rates, to be applied shall be divided into two categories, namely, those containing words of not more than ten letters, and those containing words of not more than five letters.

Words in the first category must contain one vowel if they are five letters long, two vowels if they are 6, 7 or 8-lettered words, and three vowels if the words are 9 or 10 letters long.

There are no conditions as regards the second category.

First category telegrams will be charged at the full ordinary rates, while the second category will be charged at two-thirds of the ordinary rate.

**DICTATOR'S RETURN TO MADRID.****ALARMIST RUMOURS DISPROVED.**

[THROUGH REUTER'S AGENCY.]

MADRID, Sept. 20th. General Primo de Rivera, the Spanish dictator, arrived safely from Barcelona to-day. A large crowd was present at the station to welcome him, and a warm ovation was accorded.

**FRENCH TEXTILE WORKERS.****FEARED STRIKE IN LILLE DISTRICT.**

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 20th. Practically all the seven thousand textile workers at Halluin have "downed tools" to-day, and have submitted a demand to the mill-owners for increased wages. It is feared that the strike movement will spread throughout the whole Lille district.

popular rumour, including the return of Fengtien in support of Pei Chung Hsi as Wu Pei Fu's chief local sponsor.

It is useless for the Nationalists to deny this revision of feeling in this reactionary community, since leaflets have latterly been openly distributed in the main streets without police interference, openly opposing Wu Pei Fu's return, while those who desire to denounce Nationalism publicly are permitted to do so before Sun Yat Sen's portrait over the Tiananmen, which is the grand fire-gate entrance to the Forbidden City.

**AUSTRALIAN STRIKE POSITION.****NO UNANIMITY.****FREE LABOUR ENROLLED.**

[THROUGH REUTER'S AGENCY.]

CANBERRA, Sept. 20th. In the House of Representatives the Transport Workers Bill was introduced by Mr. Bruce and was read a first time by 39 votes to 15. The second reading was postponed owing to strong Labour obstruction. The Bill provides that all wharf employees shall be registered.

Mr. Bruce declared that the position in the watersiders' strike was growing worse hourly.

MELBOURNE.

The lack of unanimity among the watersiders workers is one of the principal features of the strike. Men are working under the two pick-up award at the Tasmanian ports and several in Queensland, South Australia and West Australia, but are striking in Melbourne, Brisbane, Adelaide, Newcastle and Fremantle.

The Adelaide strikers however are wavering and free labour is being enrolled in many places, including 1,000 in Melbourne.

The strikers jeered at the volunteers as they marched off to the wharves and there were many melees.

**STINNES RELEASED FROM PRISON.****MILLION-MARKS BAIL.**

[THROUGH REUTER'S AGENCY.]

BERLIN, Sept. 21st. The Judge who has been investigating the charges of fraudulent dealings in war loan, made against Hugo Stinnes, has decided to release him from prison on bail of 1,000,000 marks.

**FASCIST GRAND COUNCIL.****PARLIAMENT'S APPROVAL.**

[THROUGH REUTER'S AGENCY.]

ROME, Sept. 21st. It is expected that the measure adopted yesterday by the Fascist Grand Council, dealing with its constitution and functions, will be approved by Parliament before its dissolution in December.

**WORLD SUGAR MARKETS.****CONFERENCE IN CUBA.**

[THROUGH REUTER'S AGENCY.]

HAVANA, Sept. 20th. The Government has despatched invitations to an international conference to be held in January to discuss the restriction of the sugar output and the conditions of the sugar markets throughout the world.

**COURT OF INTERNATIONAL JUSTICE.****TWO NEW JUDGES.**

[THROUGH REUTER'S AGENCY.]

RUGBY, Sept. 20th. A revision of membership of the Permanent Court of International Justice, which involves an increase in the number of Judges of the Court, thus allowing for the election of a German Judge and one from the British Dominions, was to-day approved by the League Assembly.

**FINING IN SOVIET MILLS.****WORKERS PROTEST.**

[THROUGH REUTER'S AGENCY.]

WARSAW, Sept. 20th. Forty thousand textile workers struck work to-day in protest against the new system of fining which the mill owners have recently put into operation.

**LIGHT AEROPLANE CONTEST.****WIN FOR GERMAN PLANE.****BRITISH PILOTS WELL PLACED.**

[THROUGH REUTER'S AGENCY.]

LEBOURG, Sept. 21st. The aerial tour of France over a distance of 1,340 miles for light aeroplanes concluded in a victory for the German pilot Lusier with 1,091 points. He was followed by Capt. Percival, 1,608 points, Capt. Broad, 1,841 points, and Lady Heath, 1,520 points, all of whom are British. Capt. Broad was using a "Gipsy Moth," while the other two planes were "Avros." Sixteen French machines, three German and six British, entered for the race.

**SEEKING FOR A SOLUTION.****DISARMAMENT PUZZLE.****GERMANY DISSATISFIED.**

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 20th. The disarmament problem was again to the fore at Geneva to-day. The sub-committee appointed to draft a resolution for submission to the League Assembly, embracing both the French and German resolutions on the subject, have completed their task.

The new resolution expressed the hope that the next meeting of the Preparatory Committee on Disarmament will be held at the end of 1929 or the beginning of 1930.

It also invites M. Loudon, the chairman of the Preparatory Committee, privately to convene with the representatives of the great naval Powers with a view to obtaining a solution of the existing differences and to fix a date for the meeting of the Preparatory Committee if an agreement is reached.

It is understood that Count Bernstorff, the proposer of the German resolution, which was to have been embodied in the resolution above, has indicated that the new motion is not acceptable to him.

**THE INFAMOUS SIXTH ARMY.****HOW IT WAS ROUNDED UP.**

KIUKIANG, Sept. 10th. There have been some interesting political developments in Kiukiang during the past weeks. To begin with, Chang Ching's notorious 6th Army entered the province from Hunan early in July. It was this army which looted the Kiukiang Concession in January, 1927, and subsequently perpetrated the Nanking outrage in the following March.

For several weeks these gallant troops quartered themselves on the border towns of Yuanchow, Wantai and Shangkuo, extracting money contributions from the inhabitants and living in foreign missionary properties, but otherwise behaving fairly well. When they moved east to Changkuo.

Memoria At Last.

On the day of their arrival they collected forcibly 800,000 from the Changkuo merchants. The next day, however, the news was not so good. It was reported the 3rd Army was moving up against them and so they packed hurriedly and commenced to commander all the able-bodied men, on whom they could lay hands. Merchants, coolies, students, scholars, they took them all. But they moved too slowly. They had scarcely cleared the town when the troops of the 3rd Army came up and an action followed. The 6th Army was completely defeated and is said to have suffered 800 casualties. The vast majority were disarmed, though 2,000 were later re-enlisted in the 3rd Army. A body, about 3,000 strong, however, managed to escape with their arms and made off for the Fukien border.

The 3rd Army gave chase and caught them up at Kienchang on August 31st. In the fighting which followed, the 6th Army troops lost 300 killed and all were disarmed, except a few hundred, who fled in small scattered bands over the mountains to become bandits. So ends the notorious 6th Army. — North China Daily News.

**INDIAN COASTAL SHIPPING.****GOVERNMENT DEFEATED.****BRITISH INTERESTS AT STAKE.**

[THROUGH REUTER'S AGENCY.]

SIMLA, Sept. 20th. Government circles are seriously concerned by the latest move of the Opposition in regard to the Bill for the reservation of coastal shipping to Indian vessels.

The unofficial groups of the Legislative Assembly have combined to defeat the Government and the European group on the Bill, which as its title indicates proposes to reserve the Indian coastal trade to Indian-owned shipping.

After a long debate to-day, when the Government strongly opposed the Bill, the Opposition succeeded by 71 votes to 46 in getting the Bill referred to a Select Committee of 23 members with instructions to report to the next Session.

At the present time, the Inchcape interests enjoy a virtual monopoly of the coastal trade. The Bill provides that by the end of five years from the date of its acceptance, the coastal trade shall be reserved to tonnage in which the controlling interest is vested in British Indian subjects.

The fate of the Bill is regarded as of supreme importance as the Indians argue that its passage will establish the right of the Indian legislature to adopt any methods it may desire to foster Indian industries.

**LADY AIR PILOT KILLED.****PLANE CRASH AT BROOKLANDS.****WRECKED ON RAILWAY EMBANKMENT.**

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 20th.

A shocking air tragedy occurred at Brooklands to-day when Miss Margaret Honor Welby, a well-known woman aviator, crashed after a short solo flight and was killed instantly.

She is the first woman pilot to be killed in an air disaster in Great Britain. Miss Welby had only been up for a few minutes when the machine was seen to be acting strangely. The plane was almost over the railway line when it suddenly developed into a spin above the telegraph wires, and plunged headlong to the ground.

Railway Line. The plane missed the railway line by a few yards only and crashed into the embankment.

Miss Welby had held a pilot's certificate for some time, and was regarded as a most promising airwoman.

As stated, she is the first woman to be killed in England flying alone, though the sad death of Lady Carbery at Nairobi earlier this year, when she was giving instruction to a man pupil in Nairobi, will be recalled.

Endurance Attempted Delayed? Another serious accident in England to-day is reported from Martlesham Heath, Suffolk, where a crash occurred which may seriously delay the contemplated attempt by Great Britain to set up a new world's air endurance record.

Squadron Leader Noakes, who is the Royal Air Force Officer chosen to make the attempt, was testing a machine over Martlesham Heath to-day, when engine trouble developed and the machine crashed.

Squadron Leader Noakes was injured, though it is happily reported that his injuries are not very serious. The injured pilot is famous as the inventor of the so-called crazy flying, and was in charge of the largest monoplane in the world at the recent Royal Air Force display at Hendon.

He is also one of the oldest and most experienced fliers in the Service.

**GOVERNOR SMITH'S CAMPAIGN.****THE PROTESTANT VOTE.****CHURCH AND STATE.**

[REUTER'S AMERICAN SERVICE.]

OKLAHOMA, Sept. 21st. Al Smith, in a significant speech in which he endeavored to overcome the prejudice of the Protestants against him on the ground that he is a Roman Catholic, declared emphatically that he did not wish any Roman Catholic to vote for him on any religious grounds.

He added that similarly any person who voted against him simply on account of his religion was not in his opinion a good citizen.

Governor Smith declared that the absolute separation of church and state was a part of the fundamental basis of the American constitution. He believed in it and all that it implied.

**TOKYO MUNICIPAL SCANDALS.****SEVERAL CITY FATHERS CHARGED WITH GRAFT.****THE DEMAND FOR IMPROVEMENT.**

TOKYO, Sept. 20th.

Tokyo City has had a number of scandals exposed recently where many of the City Fathers were found to have been involved in graft and corruption, writes a N.Y. Daily News correspondent. Several of those charged have been examined by the procurators and remanded until the cases are tried. Stirred by the startling revelations, a number of prominent Tokyo citizens, headed by Viscount Goto, a former mayor of the city, have sent out 8,000 questionnaires to various residents asking them for suggestions on the cleansing of Japan's capital.

An Unhappy Corporation.

Several people think that city autonomy for a place like Tokyo is quite a mistake. The citizens themselves do not seem to have any civic pride, whilst their elected members have "specially distinguished themselves by slinging mud at each other whenever the Assembly meets or by being implicated in nauseous public scandals." It is thought that the number of persons in the elected Municipal Assembly of Tokyo, namely 88, is far too many and that reduction of this number and increase of the Mayor's powers would go far to do away with much of the corruption.

Amongst the suggestions made are that the Mayor be elected and put in such a position that he need not be, as now, the butt of political wrangling and of the clash of interests. Several women have also replied to the questionnaires. They declare that the atmosphere can be cleared only by allowing women to have the privilege of voting for members of the City Assembly.

Seven Suicides In Three Hours.

Tokyo City claims to hold the record for suicide, this being seven persons who killed themselves in three hours. The heat and humidity have been blamed for this. Two of the victims were women and three men. The first threw himself in front of a train, about half an hour later, an overhead electric train snuffed out the lives of a man and a woman who obviously had made a death pact. The man was about 23 years of age and the girl but 18. In the girl's sleeve was a note saying that, as they were in love with each other and did not expect their families to consent to their marriage, they had decided to die. Some minutes later, the driver of a train, sensing that something was wrong, stopped his train and investigated. The engine and several carriages had run over the body of a woman who also complained in a letter found on her, of the fatality of present-day life and said she was glad to end it all. The last of the victims of this insensate self-destruction was a man who threw himself under the wheels of the Shimonoski express as it was on the borders of Tokyo city.

**ST. PETER'S CHURCH Y.M.'S. CLUB.****DEBATE ON MONDAY EVENING.**

Members of Saint Peter's Church Young Men's Club are holding a debate at the Club House on Monday, at 8.30 p.m. The motion will be: "That International Legislation should be instituted forthwith to prevent the marriage of physically or mentally unfit persons."

**AFTERMATH OF THE HURRICANE.****UNKNOWN VICTIMS BURIED.****TYPHOID AT PORTO RICO.**

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 20th. A revised estimate by the chairman of the Red Cross, which is doing admirable relief work in the devastated regions of Florida, places the death toll from the hurricane at between seven and eight hundred.

The desperate plight of the sufferers from the disaster is vividly portrayed in a report received in New York headquarters of the Red Cross Society, giving an instance of the appalling sanitary conditions along Lake Okeechobee.

Bodies, mostly of negroes, continue to rise to the surface, and have been piled up awaiting an opportunity for removal to higher ground.

Hundreds have already been buried without identification, which is impossible in the circumstances. Thousands of residents have been rendered homeless.

It is reported that negroes in the Pahokee district have been rioting in protest against the cremation of bodies.

35,450 Houses Destroyed.

SAN JUAN, Sept. 21st. The Red Cross authorities after a survey of a portion of the devastated area at Porto Rico estimate that the hurricane destroyed 35,450 houses, and that 9,361 persons were injured, of whom 270 are in hospital.

Food is needed immediately for 154,000 persons. An epidemic of influenza has broken out and some cases of typhoid are reported.

Floods In Mexico.

MEXICO CITY, Sept. 20th. The rivers in this region, already swollen by the torrential rains brought by the hurricane, suddenly flooded to-day following a heavy storm which broke yesterday between San Geronimo and Turpan. Serious damage to buildings and crops is reported, the present estimate placing the damage at over \$5,000,000.

The heavy rain was concentrated chiefly in the petroleum fields and it is stated that the petroleum companies have suffered considerable losses.

Havoc In Jamaica.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 20th. That the hurricane havoc in islands under Jamaican control is much more serious than at first reported, is revealed by a further report from the Officer Administrator of the Government of Jamaica received by the Colonial Office to-day.

News has at last been received from the Commissioner of Turk's Island and Caicos Island, who states that communication has now been established with Cockburn Harbour, disclosing that the hurricane havoc is serious.

Seventeen lives were lost including those of eight married men. Caicos Island has also suffered but details are not available.

The King's Message.

Replies were received to-day from the Governors of the Leeward Islands and the Bahamas expressing the grateful thanks of the sufferers to whom the King sent messages of sympathy when the first news of the disaster was received.

The Governor of the Leeward Islands in a telegram thanking the Colonial Secretary for the telegram of sympathy, adds:

"Although the damage as reported in my telegram is very serious and many are homeless, relief work is well in hand and cases of immediate distress are being dealt with and assistance rendered as far as possible."

**E.A.S.M.A. CLUB.****POPULAR PRESIDENT LEAVING.**

The Ex-Active Service Men's Association (1914-1918) will shortly be losing one of its most valued members by the departure of its President, Lt.-Col. F. Hayley Bell, D.S.O., Lt.-Col. Hayley Bell is known to most people in the Colony and it would require a good deal of space to catalogue his activities.

In the E.A.S.M.A. Club, however, he has taken particular interest, and has fostered among members that feeling of comradeship so dear to those who stood side by side during the Great War. Lt.-Col. Hayley Bell has done a great deal to develop the Association, and his influence has greatly benefited the Club, while his advice has been a source of help to the management. Members of the Club are holding a farewell supper in his honour which takes place this evening at 8.30 p.m. at the Club's premises.



## GOLF.

## ROYAL HONG KONG GOLF CLUB.

## SUNDAY'S STARTING TIMES AT FANLING.

9.34 a.m.	F. A. Merry and H. Spicer.
9.38	W. Kent and L. H. C. Cathrop.
9.39	J. E. Shaw and J. H. Raikes.
9.38	A. Leach and N. K. Littlejohn.
9.40	E. D. Lawrence and E. D. Black.
9.44	S. J. H. Fox and F. H. Swayne.
9.49	M. D. Scott and W. Beveridge.
9.52	A. H. Ferguson and J. S. McEachran.
9.56	J. A. Bloomfield and J. W. Parsons.
10.00	E. P. Fletcher and K. L. Dugan.
10.04	A. B. Purves and A. E. Lissman.
10.08	W. M. Lyons and Major Beamish.

## C.R.C. "AT HOME."

## FINE GATHERING EXPECTED.

## TENNIS LEAGUE WINNERS REST.

The annual "At Home" of the Chinese Recreation Club—one of the most brilliant and important sporting events locally, except in imports—will be held this afternoon. A very enjoyable time is expected. There will be a distinguished gathering and most of the leading personages have intimated their intention of being present. His Excellency the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G., who is keenly interested in sports, is expected, while Mrs. Southern will distribute the prizes at the conclusion of the day's play.

A very attractive feature will be the exhibition tennis matches in which the Chinese Recreation Club, as winners of the three divisions of the Tennis League, will meet teams drawn from the Rest. Some exceptionally fine play should be seen, as all the leading lights of the Colony are taking part. Principal interest will naturally centre in the "A" Division match in which the Chinese will be opposed to the strongest possible team and it will therefore be a contest among giants. Tennis fans are assured of some very fine play and a very interesting struggle.

## CRICKET.

## VOLUNTEERS v. I.R.C.

The following will represent the Volunteers, against the I.R.C. at Sookunpoo to-day at 2 p.m.—E. J. R. Mitchell (Capt.), H. Owen Hughes, A. W. Hayward, C. D. Wales, C. R. West, J. L. Bonnar, G. A. L. Plummer, O. E. C. Martin, H. I. F. Ewin, G. P. Lammert, and D. A. Rushton.

## FOOTBALL TOO DANGEROUS!

## POLICE CHIEF WARNS HIS MEN.

## "WHY NOT TRY HOCKEY?"

The chief constable of Sheffield, Captain F. J. Sillitoe, in a notice issued to the Sheffield force points out that last season 16 men were injured at football, some very seriously, causing a total loss of 231 days. The notice states:

"Such a state of affairs cannot be allowed to continue, and apart from the official aspect altogether, I want to put it frankly to all the men who play: Is it worth while taking the risk of wrecking your whole career for a game of football?"

For policemen or firemen football is unquestionably a very dangerous game, especially for a man who studies his career first, and, of course, he ought to do, and particularly if he be a married man with children.

One fit supporter is worth two players in hospital.

Captain Sillitoe states that he is anxious to give every possible encouragement for games and sports.

"In your own interests," he adds, "I suggest that you might in the winter play some less dangerous game. Why not hockey?"

## HELENE ADELE CASE.

## P.C.'S SENT FOR TRIAL.

## GARAGE MEN'S EVIDENCE.

## "WE KEPT OUT OF THE WAY."

LONDON, August 30th. Police-Constables John Clayton and Charles Stevens, of Y Division, Metropolitan Police, were yesterday committed by Mr. R. E. Dummett, the Clerkenwell Magistrate, for trial at the Central Criminal Court on the charge of conspiring and agreeing to prefer a false charge against Miss Helene Adele, aged 31.

A charge against Miss Adele of using insulting words and behaviour was dismissed at Clerkenwell on July 8th.

Miss Adele alleges that P.C. Clayton attempted to take liberties with her in a taxi cab at the Victoria Garage, Victoria Road, Islington, N., and that she was afterwards arrested because she rejected his overtures.

She collapsed in the street after the hearing on August 22nd and is still in Islington Infirmary.

Mr. Percival Clarke appeared for the Director of Public Prosecutions, and Mr. H. Ricketts defended.

## Miss Adele's Story.

Joseph Cartwright, an attendant at the Square Deal coffee bar, Holloway Road, was the first witness yesterday. He said that Miss Adele was a fairly frequent customer at his coffee bar. He saw her about midnight on July 5th. She was all right then. He saw her again at three o'clock during the same night. She was hysterical and had been sobbing. Soon afterwards he saw two policemen pass. She made a communication to him.

Matthew Sidney Abbott, of Maple Street, Holloway, N., who does occasional work at the Victoria Garage, said that P.C. Clayton called at the garage on the night of July 4th and asked him where the girl was. He told the constable that she was in one of the cabs, but Clayton was unable to find her.

Later Clayton spoke to Davis, a washer at the garage, and then made a second tour of the cabs and found the girl. He went inside the cab.

Mr. Clarke: Did you hear any sounds?—Yes; she was shouting for Bill and Jack.

Did anyone answer the calls?—No; we kept out of the way.

Did you see the policeman get out of the cab?—Yes.

How long afterwards?—Quite an hour.

Was he fully dressed?—He had his helmet off. I am positive of that. He was wiping his forehead. I believe he was putting on his tunic.

## "The Big Fellow."

Abbott said that Clayton walked away and then came back into the yard with P.C. Stevens, who got into the cab where the girl was. Clayton stayed in the yard for a few minutes and then went out of the garage. He returned later and shouted to Stevens: "The big fellow is about," indicating by motions a stout man. Then he added: "I am all right but I am thinking of you."

Mr. Clarke: What happened then?

Abbott: Stevens said: "Is it all right to get out?" and Clayton said: "Yes." Stevens said: "I can go out and cut up that way," meaning, I took it, Victoria Road. They both left the garage.

On July 6th did you come to the court when the girl was charged?—Yes.

Did you have any conversation with the two policemen? I did. It is a bit strong and I should like to write it down. Another constable came up and said: "What do you think of it?" I said: "It is a —" but I would rather write it down.

Dr. Dummett: That is rather mild for this court. (Laughter.) Mr. Clarke: What then—Clayton said: "It is not all our fault. She has done it herself." Then I made a remark about playing the game, and added: "If I am wanted on an inquiry I am opening out on what happened the night before."

## 24 "To Pay The Fine."

Mr. Ricketts (cross-examining): What brought you to the court on July 6th?—I heard that the girl was being charged and I came to hear the case, but I did not manage to get in and had to stay in the hall.

Did you receive any money in connection with the case?—Yes. Mr. Desbois [night foreman at the garage] gave me 24.

Abbott said that he made a statement when the police called on him and he had previously wished to volunteer to give evidence during the hearing of the case.

Mr. Dummett: You spoke to the gaoler or someone about volunteering to give evidence?—Yes.

Mr. Ricketts: Do you mean to say that you volunteered to give evidence to an officer and you were refused?—Yes.

You were anxious to secure the dismissal of a charge which you knew to be false?—That is so.

That being so, what were you carrying 24 about for?—To pay if she should be fined.

## Passage With Magistrate.

Abbott said that since Miss Adele was discharged and before he made his statement to the police he had seen her on many occasions, also Desbois, Davis, and Parkhouse [workers at the garage].

He had known Miss Adele some six months, "perhaps less, perhaps more."

Mr. Ricketts: During that time have you been having immoral relations with her at irregular intervals?—You know that already, but I will answer you again—yes.

Where?—At different places. Cannot you remember a single place?—I do not wish to.

Whether you wish to or not, I wish you to. Do you refuse to answer?—I do not wish to.

Mr. Ricketts (to the magistrate): I must ask you, Sir, to direct the witness to answer.

Mr. Dummett: What possible relevance can this have to your defence to an alleged conspiracy? If it is for the purpose of discrediting a witness I shall not enforce it.

## Abbott's Offer.

Mr. Ricketts: Supposing Abbott had been to the hotel in Euston Road—"the usual place"—I suggest it would be extremely material.

Mr. Dummett: Supposing he had been to every hotel in Euston Road, I am not deciding this case. If a judge at the trial thinks it is a relevant question, it can be asked.

Mr. Ricketts: Then you refuse to direct the witness to answer the question?

Mr. Dummett: I refuse to enforce an answer to a question that I cannot see is relevant.

Abbott: If you will ask me the names of places I will answer "Yes" or "No."

Mr. Dummett: You can do that, Mr. Ricketts.

Mr. Ricketts: Have you been to an hotel in Euston Road?—Positively no.

Or to Lisle Street?—No.

Have you discussed with Miss Adele the question of your living together?—Yes.

You were extremely devoted to each other?—I do not agree exactly. You are rather an optimist when you say that.

Do you mean to say that your relations with the girl being what they were you did not object to the policemen being in the cab?—Was I in a position to object? I held no authority to demand that the policemen should get out of the garage.

Mr. Dummett: Did you object at all?—I kept out of the way. I thought that the wisest thing to do.

Mr. Dummett: I understand that you heard her crying out?—I did, and kept out of the way.

Abbott replied to the questions without hesitation, and his evidence was keenly followed by the two policemen sitting in front of the dock.

Mr. Ricketts: Is it not true that you, Miss Adele, Desbois, and Davis put your heads together and agreed on what you were going to say?—That is absolutely untrue.

Is it not true that you would be prepared to say anything to support Miss Adele?—Knowing that I am on oath I would not say anything for a thousand Adeles or anyone else unless it was true. I think too much of my liberty.

John William Desbois, of Miranda Road, Highgate, N.W., night foreman at the Victoria Garage for the past five years, said he had known Miss Adele for about five months before July 6th. With his consent she slept in vehicles in the garage on occasions. On July 4th he arrived at the garage about one o'clock. Abbott was there in the yard, as well as Hill Davis. Later he went to the Square Deal coffee bar with Davis and on the way he saw P.C. Clayton.

## Four Shouts.

Mr. Clarke: During the night did you hear someone shout out from the cabs?—Yes, I heard Helene Adele shout out four times. I did not go to the cab, but I saw Clayton get out. He had no helmet or tunic on.

Desbois added that he saw Stevens get into the cab with the girl, and Clayton went out.

Mr. Clarke: In her evidence the girl said first she had no fixed abode but later she gave your address. Was that with your consent?—Yes.

What was the object?—There was going to be an inquiry and they would want to get in touch with her.

Has she ever stayed at your address?—No.

Why should you have given Abbott 24 to pay her fine?—Because I thought she would plead guilty. She got into trouble in the garage, so I thought I should pay the fine.

Did your employer know you let her sleep in the garage?—No.

Has that anything to do with your paying the fine?—Well, I didn't want him to know.

Mr. Ricketts: Had you ever seen Miss Adele in a cab before?—No.

I suggest it is quite a common thing for men and women to be in cabs together in that garage?—I suggest that that is all lies.

## A Denial.

Is it true you have been in a taxi cab with a woman?—I have not in one with Helene Adele.

Are you one of the men with whom Miss Adele has had relations?—No, never.

Are you known to your friends as "Highbury Jack"?—Not that I know of.

Desbois agreed that in 1920 and 1923 he was engaged in street betting.

Mr. Ricketts: And the police were, of course, your natural enemies?—No.

Desbois said that he had been convicted of street betting in 1923.

Mr. Ricketts: And are you only too glad to get some of your own back?—No.

Have you talked over the case with your friends?—I have talked about the case, but I have told the truth.

Were you willing that Helene Adele should be convicted on a false charge?—Yes.

Mr. Dummett: And pay the fine?—Yes.

Mr. Clarke (re-examining): Had either of the officers anything to do with the case in which you were convicted?—No.

It is suggested that you have been harbouring ill-will against the police for five years. Is that true?—No.

## P.C. and Legal Aid.

Divisional Detective-Inspector John Payne gave evidence of serving the summonses on Clayton and Stevens at Calderdon Road Police Station on August 1st. Clayton said, "What about legal aid? Do I get any assistance? Is a solicitor provided?"

The inspector said that he told them that they would have to provide their own solicitor for the time being. Stevens did not reply.

Referring to the remark said to have been made by Clayton on the night of July 4th that "There's the big fellow outside," as a warning to Stevens, the inspector said he thought this expression had reference to the presence of Station Sergeant Molyneux on the beat.

Replying to Mr. Ricketts, Inspector Payne said that he understood that written statements had been made by officers in connection with the case after the police court proceedings against Miss Adele.

## Defence Reserved.

Mr. Ricketts said that the accused had already given evidence at that court.

"I have formed the opinion that they will not be at any disadvantage if they now reserve their defence," he said. "I therefore do not propose to call them at this court. They desire through me to say that at the trial they will repeat the evidence they have already given in this court. I should add that formally they plead not guilty."

Clayton in addition wishes to say: "I reported to Acting Sergeant Smith on my beat at 1.30 a.m. on the night in question."

Each of the constables was allowed bail of £50 in his own recognisance.

## SOUTH CHINA COMMAND AQUATICS.

## HEATS YESTERDAY AT V.R.C.

The heats of the South China Command Aquatic meeting were very successfully carried through yesterday afternoon at the Victoria Recreation Club's bathing pool.

The entries have been exceedingly good this year and the men of the various units in the Colony have taken every opportunity of the Colony's bathing facilities to improve their swimming, as the results of the recent life saving tests would suggest.

The gunners showed up particularly well and in the competition for the Inter-Regimental Trophy for aggregate number of points have secured by their water polo successes a lead of 8 points over their next rivals, the K.O.S.B. The 13th Battery is their star unit and besides substantially helping the Artillerymen in the above event are likely to carry off the Inter-Battery race.

That fine swimmer Bombardier Norris is likely to be to the fore to-day and is strongly fancied both for the 150 yards championship and for the 225 yards (75 yards breast, back and free style).

Five officers have entered for the officers' race for which Lieut. R. C. F. Johnson, A.D.C. to Major-General C. C. Luard, C.B., C.M.G., is strongly fancied, though Capt. Perfect is likely to give him a close run.

In addition to the military races there will be a number of events for the children of members of the Garrison, etc.

## CHURCH NOTICES.

## ST. JOHN'S CATHEDRAL.

HONG KONG.

Sunday, September 23rd, 1928, XVI Sunday after Trinity.

Holy Communion at 8 a.m.  
First Sunday School at 10 a.m.  
Children's Service at 10.15 a.m.  
Mission at 11 a.m.  
Prayer—The Dean.  
Evening at 6 p.m.  
Prayer—Rev. H. V. Koop.

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## UNION CHURCH (KIMBERLY ROAD).

Sunday Services, September 23rd:—

Sunday School at 9.45 a.m.  
Service of Infant Baptism at 10.30 a.m.  
Morning Service at 11 a.m.  
Evangelism—11.55, 12.55, 1.55, 2.55 and 5.15.

Evening Service at 6 p.m.—  
Hymns—235, 585, 587 and 589.  
Prayer—Rev. J. Kirk Macdonald, who will speak on Aspects of Christian Service.

Morning Subject:—Only An Armour Bearer.  
Evening Subject:—Through Man's Business to God's.

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## FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)

MACDONNELL ROAD, BELOW BOWEN ROAD TRAM STATION.

Sunday Services, September 23rd, 1928, at 11.15 a.m.—

Subject:—"REALITY."  
The Sunday School is held on Sunday Mornings at 10 o'clock.

Wednesday Evening Meeting at 5.30 p.m.  
Reading Room at above address, open:—Tuesday and Friday, 10 a.m. to 12 Noon. Monday and Thursday, 3 to 7 p.m.

The Public is cordially invited to attend the services and visit the Reading Room.

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## WESLEYAN METHODIST CHURCH.

QUEEN'S ROAD EAST.

Sunday Services, September 23rd, 1928:—

Morning at 10.15 a.m.:—  
Prayer—Mr. W. H. Smith.  
Evening at 6 p.m.:—  
Prayer—Rev. J. C. Knight Amstrong.

Subject:—"Walking in the Dark."

## SAILORS AND SOLDIERS' HOME.

ARSENAL STREET.

Sunday, September 23rd, 1928:—

8.00 p.m.—Men's Bible Class.  
8.15 p.m.—Service Men's Evening.  
Wednesday, September 26th, 1928:—  
8.15 p.m.—Gospel Service for Service Men.

A.C. cordial invitation to all.

[4470]

## "I WAS BORN DRUNK."

## A HEALTHY HABITUAL DRUNKARD.

"I was born drunk," boasted Mary Sullivan, as she flounced into the dock. This Irishwoman, who gives the Shoreditch police a lot of trouble, is really a healthy, virile, not to say aggressive personality.

"You are drinking yourself to death," said the magistrate gravely. "Not on your life," retorted Mary Sullivan. "They don't give me a chance. No sooner do I get drunk than they put me away."

Mary Sullivan was right, and the magistrate was wrong. The so-called habitual drunkard is the most healthy, and incidentally the most sober person in the community.

That is a paradox easily explained. The habitual drunkards get drunk on very little, because they are not used to strong drink. They immediately get drunk if they are arrested, and they spend weeks in prison undergoing a discipline that makes them fit in spite of themselves.

I have seen in the dock men and women against whom were more than a hundred convictions for drunkenness, and they just glowed with radiant health. I say deliberately and I know that every divisional surgeon will bear me out, that the habitual drunkard is among the most temperate and healthy of citizens.

One Hour's Drink: One Month's Repentance.

One hour's drink means one month's repentance, and that is why we get clear complexions, bright eyes, and rosy cheeks from our habitual drunkards.

Men and women after 30 and 40 are familiar figures at the London police courts. They get drunk; but they keep fit. I remember a case, a case well known in Clerkenwell Police Court, where a former aged 80 spent a jovial evening, and it took four young constables to take him to the police station.

I am not seeking to justify drink. Far from it. Because the first eight cases at Old Street Police Court were drunken women, but I do say that drunkenness is declining among men.

The modern young man does not drink. Only the old stagers come into the dock. We are rapidly becoming a teetotal nation so far as our men are concerned. Our girls provide a brand new problem that may be left to preachers and philosophers. R. E. CORDER in Daily Mail.



## A guarantee of safety!

To prevent the substitution of one whisky for another, 'Johnnie Walker' is sold in the patent non-refillable bottle.

That's an assurance that the contents will be 'Johnnie Walker'—nothing else.

Pure and mature, same quality guaranteed everywhere.

**JOHNNIE WALKER**

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JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, KILMARNOCK, SCOTLAND.





## Weekly Trans-Pacific Service

To San Francisco and Los Angeles  
The Sunshine Bell via Honolulu  
Fortnightly sailings on Tuesdays.

Pres. Grant ... Tuesday, Sept. 25th, 8 a.m.  
Pres. Cleveland ... Tuesday, Oct. 9th  
Pres. Pierce ... Tuesday, Oct. 23rd  
Pres. Taft ... Tuesday, Nov. 6th

To Seattle and Victoria  
The Short, Straight Route to America  
Fortnightly sailings on Tuesdays.

Pres. Lincoln ... Tuesday, Oct. 2nd  
Pres. Madison ... Tuesday, Oct. 16th  
Pres. Jackson ... Tuesday, Oct. 30th  
Pres. McKinley ... Tuesday, Nov. 13th

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## ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Seattle, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Van Buren, Sun. Sept. 23, 8 a.m. Pres. Garfield, Sun. Nov. 12, 8 a.m.  
Pres. Hayes, Sun. Oct. 7, 8 a.m. Pres. Harrison, Sun. Dec. 2, 8 a.m.  
Pres. Polk, Sun. Oct. 21, 8 a.m. Pres. Monroe, Sun. Dec. 16, 8 a.m.  
Pres. Adams, Sun. Nov. 4, 8 a.m. Pres. Wilson, Sun. Dec. 30, 8 a.m.

## To Manila

Pres. Lincoln ... Sept. 25th, 6 p.m. Pres. Jackson ... Oct. 23rd, 6 p.m.  
Pres. Cleveland ... Sept. 25th, 6 p.m. Pres. Taft ... Oct. 27th, 6 p.m.  
Pres. Madison ... Oct. 8th, 6 p.m. Pres. McKinley ... Nov. 6th, 6 p.m.  
Pres. Pierce ... Oct. 13th, 6 p.m. Pres. Jefferson ... Nov. 10th, 6 p.m.

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COPENHAGEN.

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15th October

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AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN  
AND OTHER SCANDINAVIAN & BALTIC PORTS.

## SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. CONTINENT, ETC.  
M.S. "Afrika" ... 28th Sept. 5th Nov.  
M.S. "Malaya" ... 24th Oct. 3rd Dec.  
M.S. "Siam" ... 2nd Dec. 11th Jan. 1929

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Telephone C. 4073.

Agents.

## PRINCE LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel  
"JAVANESE PRINCE"  
having arrived from the above Port on 17th instant, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 24th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to Rent. No Fire Insurance will be effected. Bills of Lading will be countersigned by

FURNESS (EAR EAST), LTD.

2nd Floor, King's Building,

Cornwall Road, Hong Kong.

Telephone No. 2155.

Hong Kong, 17th Sept., 1928. [6730]

## HAMBURG AMERIKA LINIE.

## NOTICE TO CONSIGNEES.

THE Motor Vessel  
"LEVERKUSEN"  
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th September, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 22nd September, 1928, at 10 a.m. by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 2nd October, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.

Agents.

Hong Kong, 17th Sept., 1928. [6729]

G. B. SHAW ON  
IMMORTALITY.THE KEITH-LOGGE CON-  
TROVERSY.  
"AN ETERNITY OF G.B.S.  
IMAGINE IT!"

In a letter to the New York Times Bernard Shaw states his views on the question "Does life go on after Death?"

It is a comment on a recent controversy between Sir Oliver Lodge and Sir Arthur Keith. He states: "I am butting into this controversy not with any intention of settling it, but merely to suggest a variation of its method. I have noticed that the point under discussion is stated as whether 'we' are immortal, whether 'the dead' survive or whether 'the soul' perishes with the body."

The style is the leading article style, the royal style or the style of Italian or highland politeness in which the individual is not you but she, the she denoting an abstraction of honour and excellency as to which anything is credible and arguable.

This gives immense scope to the discussion and elasticity to its terms, but it takes our feet off the earth so completely as to enable the controversialists to prove that there may be such a thing as immortality without producing the faintest conviction that any particular Tom, Dick or Harry, Susan or Sophronia or Jane ever was or will be immortal.

## Perist. Eternally.

What I propose is that your next few contributors shall discuss not whether "we" are immortal or whether the soul is immortal or whether the dead are still seeking lodgings, in infinite space, but whether I, Bernard Shaw, am going to exist all eternity in a universe utterly unable to get rid of me no matter how desperately tired it may become of the Shavianisms or how intolerably bored I may be by myself. Can there never be enough of me? Never too much of me!

Also am I, myself, to have any say in the matter? Am I or am I not to be allowed to hand myself back to my Creator and say, "Will you be so kind as to pulp this worn-out article and remanufacture it if possible without any of the glaring defects which have made it so troublesome to myself and others?"

For the guidance of those who will undertake this discussion I had better say that as far as I know no person has ever doubted that I did not exist before October 1856.

Now the arguments that prove that I cannot have an end seem to me to prove equally that I cannot have had a beginning. Many persons think that it would be better if I could not have had a beginning. But I most certainly had a beginning. The event can be precisely dated.

## Injudicious Loans.

I may be a brick made from the eternal clay; in fact, people to whom I have injudiciously lent money have sometimes called me a brick; but the brick, though made of clay, is not the clay.

Nobody but a lunatic would maintain that a brick existed before it was baked or will still be a brick when it has crumbled into dust. Consequently all the arguments that prove that my non-existence is impossible must be ruled out.

As a matter of fact I have non-existed, and the discussion must address itself to proving or disproving that the non-existence that was possible before 1856 can never be possible again.

With this hint I leave your contributors to their stuporous theme: an eternity of G.B.S. Imagine it if you can! Millions upon millions of Shaw plays! Billions upon billions of letters to the press intensely irritating to many worthy citizens! To be "a fellow of infinite jest," not like poor Yorick, figuratively, but literally!

Chesterton, too. He also will be bombarding for ever and ever world without end. And Wells and Belloc in sempiternal controversy! How if we became really convinced of it—out on paper where anybody can be convinced of anything, but genuinely in the centre of our life—and immediately went off our chumps, as I for one most certainly should!

## Said A Mouthful.

Frederick the Great was very far from being in all respects a trustworthy spiritual guide, and yet when he said to the soldier who was running away, "Confound you, do you want to live forever?" he said a mouthful.

One word more. Let no controversialist try to evade the point by assuring me that I shall survive not as myself but as the just man made perfect. He might as well tell me that the chariot of Pharaoh survives in the Rolls-Royce.

When I use the word "I" (as I frequently do) I mean myself with all my imperfections (if any) on my head and my eyebrows turning up and not down like those of my friend, George Robey. I mean the celebrated G.B.S., almost unbreakably individualised with his consciousness and his memories, his tricks and his manners, complete and exact in his G.B. essence.

Otherwise the controversy is about nothing and had better be dropped for some of the issues at the next general election.

## PASSENGERS.

## Departures.

The following passengers left here by the s.s. *Tango Maru* for Australia on September 20th:—Mrs. K. Shibasaki, Mrs. F. Kura, Master F. Kura, Mr. E. Jones, Mr. N. Matsushima, Mr. E. Yoshida, Mr. E. C. Barrie, Mr. and Mrs. Hiramoto, Mrs. Hazel Stanley, Mr. H. E. Cress, Mr. W. Carrington Walters, Mr. S. Adachi, Mr. Y. Nonaka, Mr. R. G. France, Mr. J. A. M. Clachan, Mr. S. Masamitsu, Mr. H. Ide, Mr. S. Yonomoto, Mr. S. Yonomoto, Mr. O. Konishi, Mr. T. Akashi, Mr. K. Asaga, Mr. T. M. Kirkwood, Mr. S. Nagatomi, Mrs. S. Nagatomi, Mr. T. Kikuchi, Mr. Ed. C. Childs, Mrs. S. Okamoto, Mrs. E. Kakigawa, Rev. and Mrs. A. S. Baker, Miss Ruth O. Baker, Mr. T. Kakigawa, Mr. S. Okamoto, Mr. J. Higuchi, Mr. Constanancio Bondal, Mr. A. H. M. Farah.

The following passengers left here on September 21st by the s.s. *Aki Maru* for Japan ports:—Dr. W. C. McN. Dickey, Mr. F. A. Newman, Mr. and Mrs. R. S. Debbie, Miss S. Reynolds, Miss J. G. Gelling, Master A. R. Preston, Miss S. Preston, Mrs. A. R. Preston, Mr. and Mrs. U. Takeda, Mr. and Mrs. S. Okumura, Mr. and Mrs. A. B. Robertson, Miss Robson, Miss A. G. Penfold, Major J. Vieira, Commander Joaquin P. de Fonseca, Mr. R. Gelling, Mr. P. C. Watt, Mr. C. H. Deaton, Mrs. G. H. Deaton, Mr. S. R. Stanfield, Mr. W. McDonald, Mr. A. J. K. Jensen, Miss S. Deaton, Miss J. Deaton, Mr. F. E. Penfold, Mr. E. R. Peacock, Mrs. Matsubara, Mr. J. E. Chable, Mr. Y. Ishino, Mr. H. L. Volgenan, Mr. A. Ghurani, Miss A. K. Peacock, Miss E. M. Peacock, Miss J. S. Stanfield, Mrs. S. R. Stanfield, Miss M. B. Reynolds, Mrs. A. J. Reynolds, Dr. R. L. Parker, Mrs. J. L. Parker, Miss L. Stanfield, Miss E. Stanfield, Mrs. A. J. C. Chambers, Mr. A. J. C. Chambers, Mr. S. L. P. Free, Mr. F. Reyes, Mr. M. Ogiluar, Mr. Zabate, Mr. M. Padilla, Mr. S. Yamamoto, Mr. G. Shimidzu, Mr. T. Omori, Mr. I. Nakayato.

## SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.12 a.m.	6.30 p.m.
To-morrow	6.12 "	6.18 "
Monday	6.12 "	6.18 "

HONG KONG METEOROLOGICAL  
REGISTER.

Hong Kong Observatory, Sept. 21st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 1 p.m.
Barometer	29.75	29.71	29.63
Temperature	85	80	83
Humidity	68	75	73
Wind			
Direction	E	ENE	ENE
Force	3	3	4
Weather	C	O	U
Rain	0.00	0.00	0.00

Highest open-air Temperature, 21st: 86.  
Lowest open-air Temperature, 21st: 80.

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

## HONG KONG TIDE TABLE.

From September 22nd to 28th, 1928.

HIGH WATER. LOW WATER.

Date	Time of High Water	Height of High Water	Time of Low Water	Height of Low Water
Sat. 22	11.21	6.3	1.01	3.1
Sun. 23	12.23	6.3	1.01	3.1
Mon. 24	13.23	6.4	0.44	2.4
Tues. 25	14.38	6.7	1.21	2.0
Wed. 26	15.13	7.0	0.1	1.7
Thurs. 27	16.11	7.4	0.56	1.3
Fri. 28	17.33	7.8	1.49	1.0

## BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship  
"TALAMBA"  
having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as Goods are landed.

Goods not cleared by 22nd Sept., 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & CO., Hong Kong, 15th Sept., 1928. [6718]

## CONSIGNEE NOTICES.

## BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship  
"GAMBADA"  
having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 23rd Sept., 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Hong Kong, 21st Sept., 1928. [6746]

## JAVA PACIFIC LIJN.

## NOTICE TO CONSIGNEES.

FROM SEATTLE, SAN FRANCISCO AND LOS ANGELES.

THE Steamship  
"BINTING" (3)  
having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves Delivery may be obtained.

Goods not cleared by the 25th September, 1928, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 27th September, 1928, at 10 a.m. by Messrs. Goddard and Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of the Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever. Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

Agents.

Hong Kong, 20th Sept., 1928. [6741]

THE EAST ASIATIC CO., LTD.,  
COPENHAGEN.

THE Motor Vessel  
"ASIA"  
having arrived, Consignees of Cargo are hereby notified that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd September, 1928, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Co. on the 26th September, 1928, at 10 a.m.

All Claims against the Vessel must be presented to the Undersigned before the 1st October, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 22nd Sept., 1928. [6743]

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Vessel

"TILAMON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 20th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 30th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 10th October, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

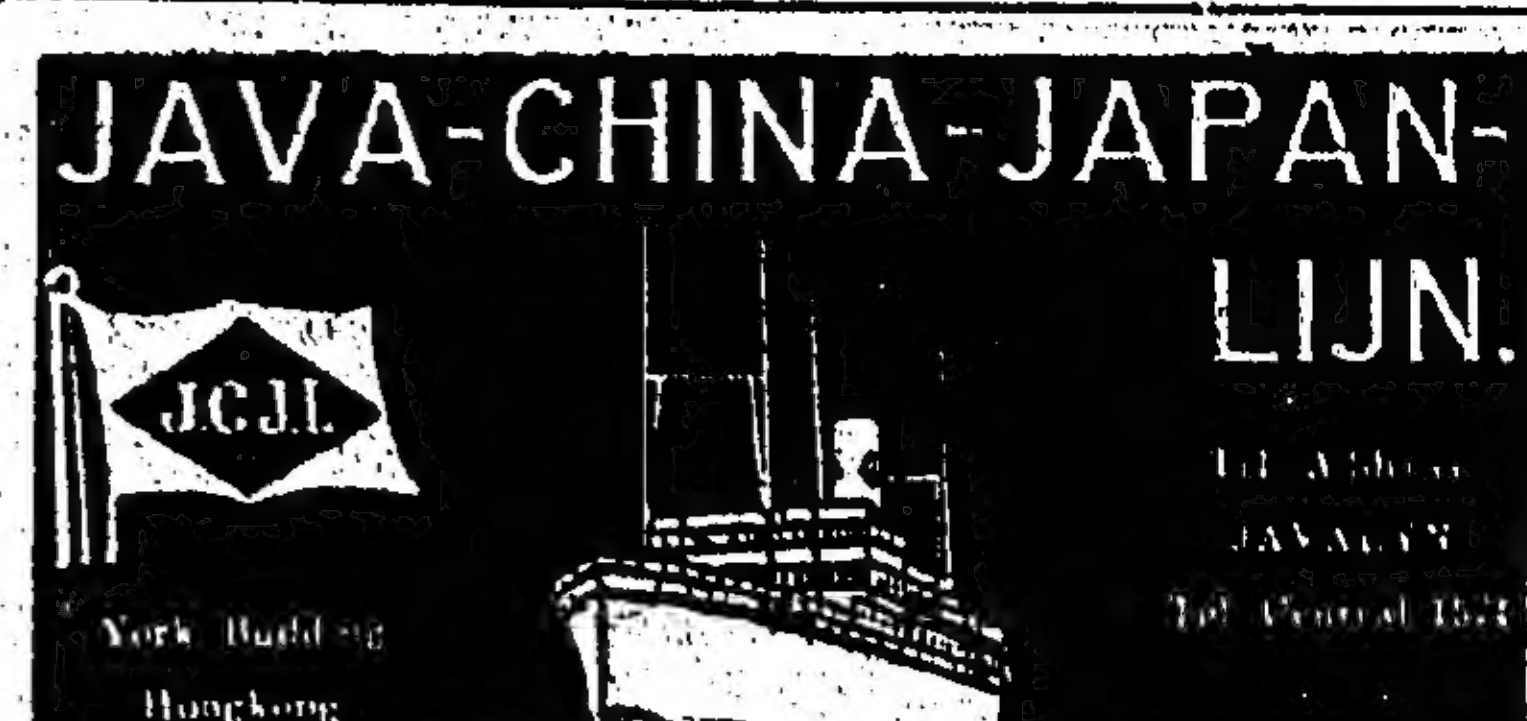
20th September, 1928. [6734]

## ON SALE.

BOUND VOLUMES of the  
HONG KONG WEEKLY PRESS, January to June, 1923.

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## QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE FROM HONG KONG TO JAVA  
REGULAR FORTNIGHTLY SERVICE FROM HONG-KONG TO MANILA

## SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM	DALAT, AMOT	24th Sept.	26th Sept. 4 p.m.	MAKASSAR & SOERABAYA
TJIKEMBANG	S'HAL, KLUNG, & AMOT	30th Sept.	3rd Oct. 4 p.m.	MAKASSAR & SOERABAYA
TJILEBOET	DALAT, AMOT	8th Oct.	10th Oct. 4 p.m.	MAKASSAR & SOERABAYA
TJIKARANG	S'HAL, KLUNG, & AMOT	15th Oct.	17th Oct. 4 p.m.	MAKASSAR & SOERABAYA
TJIKINI	DALAT, AMOT	22nd Oct.	24th Oct. 4 p.m.	MAKASSAR & SOERABAYA

## NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA, MAKASSAR	In Harbour	24th Sept.	AMOT, N. CHINA
TJIKARANG	BATAVIA	26th Sept.	29th Sept.	AMOT, SHANGHAI, KEELUNG, AMOT, N. CHINA
TJIMANOEK	JAVA, MAKASSAR	5th Oct.	8th Oct.	AMOT, SHANGHAI, KEELUNG, AMOT, N. CHINA
TJISAROEK	BATAVIA	10th Oct.	13th Oct.	AMOT, SHANGHAI, KEELUNG, AMOT, N. CHINA
TJISALAK	JAVA, MAKASSAR	19th Oct.	22nd Oct.	AMOT, N. CHINA

## TO MANILA.

STEAMERS	FROM HONG KONG	AT MANILA
TJITAROEM	26th September, 4 p.m.	29th September
TJILEBOET	8th October, 4 p.m.	11th October

## EXCURSIONS TO JAVA

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saloon fare: \$175, return \$300.

## JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone C. 157



# CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW, SHANGHAI & HONGKONG	"KWANGTUNG"	On 22nd Sept. 3 p.m.
SHANGHAI & HONGKONG	"SHANTUNG"	On 23rd Sept. 6 a.m.
SWATOW & HONGKONG	"KIANGSU"	On 23rd Sept. 3 p.m.
SHANGHAI, NEWCHOW & DALNY	"LIANGHONG"	On 24th Sept. 2 p.m.
SWATOW, SHANGHAI & HONGKONG	"NEUOHONG"	On 24th Sept. 3 p.m.
SWATOW, SHANGHAI & HONGKONG	"HUICHOW"	On 25th Sept. 4 p.m.
SWATOW, SHANGHAI & HONGKONG	"SINKIANG"	On 25th Sept. 5 p.m.
SWATOW, SHANGHAI & HONGKONG	"HUPER"	On 26th Sept. 6 p.m.
SWATOW, SHANGHAI & HONGKONG	"TEAN"	On 27th Sept. 10 a.m.
SWATOW, SHANGHAI & HONGKONG	"CHENAN"	On 27th Sept. 8 p.m.
SWATOW, SHANGHAI & HONGKONG	"SZECHUEN"	On 30th Sept. 6 a.m.
SWATOW, SHANGHAI & HONGKONG	"KAYING"	On 30th Sept. 3 p.m.
SWATOW, SHANGHAI & HONGKONG	"ANTUNG"	On 1st Oct. 6 a.m.
SWATOW, SHANGHAI & HONGKONG	"LUOCHOW"	On 1st Oct. 3 p.m.
SWATOW, SHANGHAI & HONGKONG	"SUOCHOW"	On 2nd Oct. 6 p.m.
SWATOW, SHANGHAI & HONGKONG	"YUNNAN"	On 3rd Oct. 6 p.m.
SWATOW, SHANGHAI & HONGKONG	"KUEICHOW"	On 4th Oct. 4 p.m.
SWATOW, SHANGHAI & HONGKONG	"LINAN"	On 4th Oct. 6 p.m.
SWATOW, SHANGHAI & HONGKONG	"KALGAN"	On 7th Oct. 3 p.m.
SWATOW, SHANGHAI & HONGKONG	"ANKING"	On 8th Oct. 6 a.m.

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For Freight or Passage apply to - BUTTERFIELD & SWIRE.  
Telephone Central 35.  
Agents.

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"  
THROUGH NEW ZEALAND MAINTAIN A REGULAR SERVICE FROM  
HONGKONG TO AUSTRALIAN PORTS  
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports  
RECEIPTS & MOUNT UP-TO-DATE FIRST & SECOND CLASS PASSAGE BOOKS ACCORDATION  
HONGKONG TO SYDNEY-19 DAYS.

STEAMERS	Days Home Kure	Days to San
*CHANGTE ...	16th October	16th October
TAIPING ...	6th November	13th November
CHANGTE ...	14th December	14th December
TAIPING ...	4th January, 1929	11th January, 1929

\* Will call at Lido.

For Freight and Passage Apply to - BUTTERFIELD & SWIRE.  
Telephone Central 35.  
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## BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

S.S. "CITY OF WELLINGTON"	Via Suez Canal	5th October
S.S. "AGAPOROS"	Via Suez Canal	17th October
S.S. "CITY OF KHIOS"	Via Suez Canal	29th October
S.S. "PYRRHUS"	Via Suez Canal	16th November
S.S. "CITY OF PERTH"	Via Suez Canal	30th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to Change without Notice.

For Freight and Particulars, apply to -  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG  
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

## PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TC

BOSTON

AND

NEW YORK

M.V. "JAPANESE PRINCE" ... 14th October  
M.V. "CHINESE PRINCE" ... 8th November

For Freight and Full Particulars, apply to -

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165 (Incorporated in Great Britain)  
Telegrams: Furprince King's Building. 119



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
ATHOS II ... 25th Sept.	SPHINX ... 25th Sept.
DARTAGNAN ... 28th Oct.	G. METZINGER ... 25th Oct.
SPHINX ... 23rd Oct.	PAUL LECAT ... 23rd Oct.
G. METZINGER ... 6th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LECAT ... 20th Nov.	CHENONORSAUX ... 21st Nov.
ANDRE LEBON ... 4th Dec.	ATHOS II ... 5th Dec.
CHENONORSAUX ... 18th Dec.	PORTHOS ... 19th Dec.
PORTHOS ... 1st Jan., 1929	DARTAGNAN ... 2nd Jan., 1929
ATHOS II ... 16th Jan.	SPHINX ... 18th Jan.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Omdurman, Hamburg, Rotterdam.  
(ANTWERP)

S.S. "YANG-TSE"

For Full Particulars, apply to -  
Cie. des MESSAGERIES MARITIMES  
Telephone: 1, 351 and 740 3, Queen's Building.

# Shipping News

Arrivals and Departures, etc.

## ARRIVALS.

September 20th.

Beljeanne, Norwegian str., 4,352 tons, Capt. Fr. Schjott, from Panaroekan, which port she left on September 11th, with a cargo of sugar, lying at buoy No. A8.-J.C.J.L.

Bintang, Dutch motor ship, 4,099 tons, Capt. P. J. Bakker, from San Pedro, which port she left on August 23rd, with a general cargo, lying at buoy No. A55.-J.C.J.L.

Margaret Dollar, American str., 4,351 tons, Capt. H. T. Payne, from Amoy, with a general cargo, lying at buoy No. A24.-A.G.L.

Fulcanut, Dutch str., 707 tons, Capt. E. de Munick, from Takao, lying at Takokitsui.-A.P.C.

September 21st.

Asia, Danish motor ship, 4,439 tons, Capt. Jorgensen, from Sabang, with a general cargo, lying at buoy No. A25.-John Manners & Co.

Bellerophon, British str., 5,713 tons, Capt. A. Blues, from Shanghai, which port she left on September 18th, with a general cargo, lying at buoy No. A3.-B. & S.

Foehling, British str., 1,334 tons, Capt. A. Dockwrey, from Canton, with a general cargo, lying at buoy No. C37.-B. & S.

Kniping, British str., 1,605 tons, Capt. Swanson, from Chinwang, which port she left on September 14th, with a cargo of coal, lying at Laichikok. Dodwell & Co.

Liengchow, British str., 1,220 tons, Capt. W. J. Larter, from Shanghai and Amoy, with a general cargo, lying at buoy No. B38.-B. & S.

Linnar, British str., 1,356 tons, Capt. T. Beer, from Canton, with a general cargo, lying at buoy No. B34.-B. & S.

Nellor, British str., 4,219 tons, Capt. A. H. Highnett, from Yokohama and Otaru, with a general cargo, lying at buoy No. A28.-Mackinnon, Mackenzie & Co.

Neuchuang, British str., 1,480 tons, Capt. F. W. Potter, from Swatow, with a general cargo, lying at buoy No. B12.-B. & S.

New Mathilde, British str., 849 tons, Capt. E. G. Rapley, from Canton, lying at buoy No. C38.-Yiu Tai S.S. Co.

Phenius, British str., 4,750 tons, Capt. R. Hill, from Shanghai and Keelung. The latter port she left on September 18th, with tea and wood oil, lying at buoy No. A4.-B. & S.

Phranang, Chinese str., 1,022 tons, Capt. J. Bruhn, from Macao, lying at Yauamati.-Chau Yue Teng.

Shantung, British str., 1,568 tons, Capt. W. T. Hodge, from Canton, with a general cargo, lying at buoy No. B9.-B. & S.

Suwa Maru, Japanese str., 6,637 tons, Capt. M. Gotoh, from Shanghai, which port she left on September 18th, with a general cargo, lying at buoy No. A2.-N.Y.K.

Yendai Maru, Japanese str., 2,070 tons, Capt. T. Kaneko, from Dairen, which port she left on September 14th, with a cargo of coal, lying at buoy No. B51.-M.B.K.

(Continued on next Column).

## DODWELL & CO., LTD.

### NEW YORK BERTH.

FOR NEW YORK &amp; BOSTON via SUEZ.

M.V. "TOLEDO" ... Sails on/about 24th Sept.

### LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE &amp; TRIESTE ... £72.10.0.

LONDON ... £80. 0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "VIMINALE" ... Sails on/about 11th Oct.  
M.V. "ESQUILINO" ... Sails on/about 8th Nov.  
M.V. "ROMOLO" ... Sails on/about 6th Dec.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails on the 22nd Sept.  
M.V. "REMO" ... Sails on/about 18th Oct.  
M.V. "VIMINALE" ... Sails on/about 13th Nov.

## NATAL LINE OF STEAMERS

FROM CALCUTTA &amp; COLOMBO TO SOUTH AFRICAN PORTS

Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:-

DODWELL &amp; CO., LIMITED.

Telephone: Central 1330.

Agents.

## CLEARANCES.

September 21st.

Asia, for Shanghai.  
Bellerophon, for Singapore.  
Dorrie, for Hoibow.

Halvard, for Swatow.  
Kniping, for Canton.  
Liengchow, for Canton.  
Linnar, for Swatow.

Margaret Dollar, for Hoibow.  
Nagano Maru, for Moji.

Nellor, for Singapore.  
Neuchuang, for Hoibow.  
New Mathilde, for Cebu.

Phenius, for Macao.  
Shantung, for Singapore.  
Suwa Maru, for Canton.

Tanjong, for Canton.  
Vulcanus, for Foochow.

Yungfu, Chinese str., 1,341 tons, Capt. W. Bargman, from Keelung, which port she left on September 18th, with a cargo of coal, lying at buoy No. C49.-Wada Co.

## MERCHANT SHIPS IN PORT.

The following merchant vessels were in port yesterday at 9 a.m.:-

British: Nellor, Phenius, Linnar, Shantung, Foo Shing, Halvard, Hin Sang, Ying Chow, Kwangtung, Kiang Su, Fong Tong, Lyeemson, Pheumphen, Sumatra, Lok Swa, Seang Dee, Takoo.

German: Dorrie.  
Danish: Clara Jelsken.

Norwegian: Daviken, Beljeanne, Tanjer, Hirundo, Fan, Svale.

Japanese: Suwa Maru, Nagano Maru, Hozan Maru.

Chinese: Devawongse, Soon Ann, Wong Shek Kung, Wing Lee, Chung Kong, Wing Wo, Sun Kong, Wing On, Cheung On, Derwent, Poo Tye, Yan On, Hung Chow, Gen. H. Knae, Man Sun.

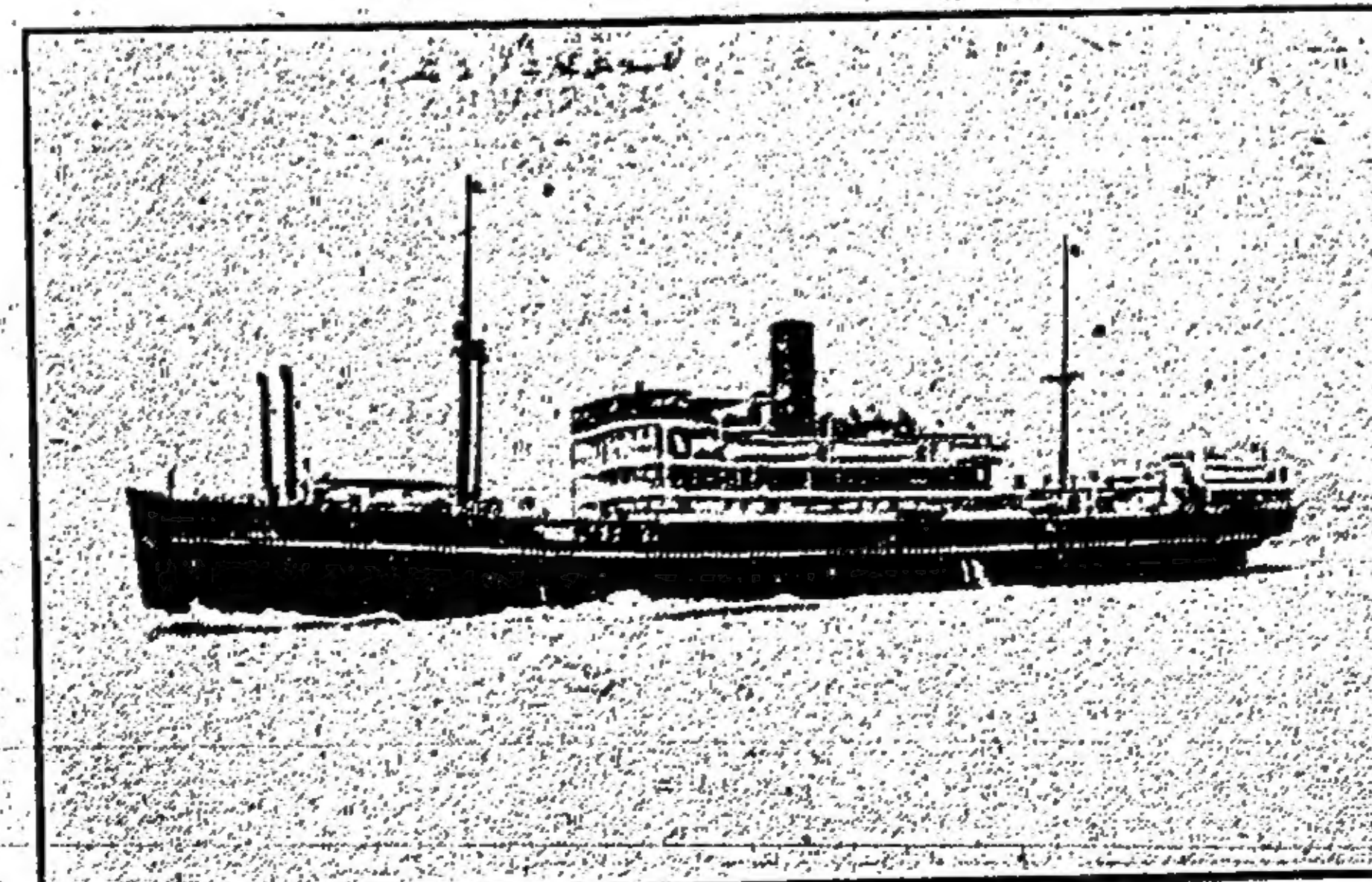
Dutch: Bintang, Jan, Otto.  
Portuguese: Kong On, King On.

## THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Watson's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



### S.S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at Kowloon Docks by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of the AUSTRALIAN-ORIENTAL LINE, LTD. For Australia-Hong Kong Service.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "CHAKSANG" "YATSHING" "KWONGSANG"	Sun., 23rd Sept., at Noon Wed., 26th Sept., at Noon Sun., 30th Sept., at Noon Wed., 3rd Oct., at Noon
OSAKA via AMOI, MOJI & KOBE	"KUTSANG"	Wed., 26th Sept., at Noon
CANTON	"YATSHING"	Tues., 25th Sept., at 3 a.m.
STRAITS & CALCUTTA	"HOSANG"	Fri., 19th Oct., at 3 p.m.
TIENTSIN	"CHEONGSHING"	Satur., 29th Sept., at 5 p.m.
SANDAKAN	"HINSANG"	Thurs., 27th Sept., at 3 p.m.

For Freight or Passage, apply to:-

JARDINE, MATHESON &amp; CO., LTD.

GENERAL MANAGERS

Telephone: Central No. 215.

## GLEN LINE.

FARE: HONG KONG TO LONDON £82

TO LONDON, ROTTERDAM &amp; HAMBURG via STRAITS &amp; COLOMBO.

Motor Vessel "GLENAMOT"	(via Oran)	22nd Sept.
Motor Vessel "GLENAPP"	(via Oran)	31st Oct.
Motor Vessel "GLENSEF"	(via Oran)	18th Nov.
Motor Vessel "GLENBEG"	(via Oran)	14th Dec.

To SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOK.

Motor Vessel "GLENARA"	27th Sept.
Motor Vessel "GLENSEF"	28th Sept.
Steamship "GLENARYONSHIRE"	14th Oct.
Motor Vessel "GLENBEG"	16th Oct.
Steamship "FEMERBROOKSHIRE"	18th Nov.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON &amp; CO., LTD.

AGENTS: THE GLEN LINE, LTD.



## FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON

Cabin class ... £80. (Freight - steamers)

NEXT SAILINGS TO EUROPE:-

Pass.	S.S. "TRIEM"	departure	22nd Sept.
Freight	S.S. "Schlesien"	departure	10th Oct.
Pass.	S.S. "DERFFLINGER"	departure	20th Oct.
Freight	S.S. "Dessau"	departure	6th Nov.
Pass.	S.S. "SAARBUECKEN"	departure	17th Nov.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.  
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

◀ Through Bills of Lading issued to all parts of the world. ▶

## NEXT ARRIVALS FROM EUROPE:-

SAILINGS TO SHANGHAI &amp; NORTH CHINA (Passenger steamers)

JAPAN (Freight - steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class ... £75.00. Intermediate class ... £45.00.

Pass.	S.S. "DERFFLINGER"	due here	22nd Sept.
Freight	M.S. "Trava"	due here	14th Oct.
Pass.	S.S. "SAARBUECKEN"	due here	21st Oct.
Freight	S.S. "Pfalz"	due here	7th Nov.
Pass.	S.S. "COBLENZ"	due here	19th Nov.

## MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone: C. 6378. 3, Chater Road. Queen's Building.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

## SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	Tuesday	the 25th Sept., at 3 p.m.
HAICHING	Friday	the 28th Sept., at 3 p.m.
HALYARD	Tuesday	the 2nd Oct., at 12 Noon

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to:-

DOUGLAS LAPRAIK &amp; CO.,

General Managers





**to EUROPE via CANADA**  
UNDER ONE MANAGEMENT

USE the Canadian Pacific Route to Europe and dispose of all the troublesome details that usually arise out of a 10,000 mile overseas journey.

When you travel Canadian Pacific there is only one transaction—the initial one between our agent and you. Your trip across the Pacific, across Canada, and across the Atlantic is made on Canadian Pacific ships and trains; your stopovers at Canadian Pacific hotels.

One ticket  
One service  
The utmost in speed and comfort.

## CANADIAN PACIFIC

Next sailing to the Pacific Coast  
S.S. "EMPEROR OF CANADA"  
OCTOBER 3RD, 1928—At Noon.

WORLD'S GREATEST TRAVEL SYSTEM

## N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES  
MILWAUKEE, 2110, 2102, 223, VIA SAN FRANCISCO.  
\$6400, \$6420 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
SIBERIA MARU (Call Los Angeles) Tuesday, 2nd Oct.  
TATTOO MARU (Call Nagasaki) Tuesday, 16th Oct.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,  
via Singapore, Penang, Colombo & Suez.

SYDNEY & MELBOURNE via Manila & Ports.  
AKI MARU Wednesday, 24th Oct.  
MISHIMA MARU (Call Zamboanga) Wednesday, 21st Nov.  
BOMBAY via Singapore, Penang & Colombo.  
NAGATO MARU Thursday, 27th Sept.  
AWA MARU Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,  
Los Angeles, Mexico and Panama.  
BOKUYO MARU Saturday, 29th Sept.  
SOUTH AMERICA (East Coast) via Singapore, Cape  
Town & Ports.

KANAGAWA MARU Tuesday, 9th Oct.  
NEW YORK and BOSTON via PANAMA.  
MAYEASHI MARU Wednesday, 24th Sept.  
TOBA MARU Sunday, 21st Oct.  
LIVERPOOL via Port Said, Genoa & Marseilles.  
LIMA MARU (Call Glasgow) Sunday, 21st Oct.

OALOUTIA via Singapore, Penang & Rangoon.  
RANGON MARU Sunday, 30th Sept.  
GENOA MARU Monday, 8th Oct.  
NAGASAKI, KOBE & YOKOHAMA.  
MISHIMA MARU Friday, 19th Oct.

SHANGHAI, KOBE & YOKOHAMA.  
TAMBA MARU Sunday, 30th Sept.  
MALACCA MARU (Call Keelung out S'hai) Sun, 30th Sept.  
TOYOKA MARU Monday, 1st Oct.

Subject to alteration without notice.  
For further information, apply to  
NIPPON YUSEN KAISHA.  
Telephone: Central No. 294 (Private exchanges to all Depts.).

## Shipping News Daily Statement, Waterfront News, Vessels Expected, etc.

## YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS IMPROVE.

THROUGH FREIGHTS STILL VERY GOOD.

Local imports for the 24 hours ended at 9 a.m. yesterday were better than the previous day, but there was only one British contributor. Through freights were still good.

Thirteen arrivals and twenty departures were shown of which six arrivals and nine departures were British ships.

Six vessels brought 13,279 tons of general merchandise for this port of which the s.s. *Ningpo* was the only British contributor with 120 tons of general cargo from Shanghai and Swatow. The s.s. *Beljeanne* (Norwegian) from Panaroken had 3,400 tons of sugar for Hong Kong while the s.s. *Tonyer* (Norwegian) from Chingwangtao discharged 3,700 tons of coal.

Eleven vessels carried 21,324 tons of through freights of which six British vessels contributed 8,213 tons. The best carrier was a British ship, the s.s. *Nellere* from Yokohama and Otaru with 6,032 tons. The s.s. *Beljeanne* (Norwegian) was also second best carrier with 5,000 tons of sugar.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	6	9
Japanese	1	4
Norwegian	3	3
Chinese	1	1
Dutch	1	0
French	0	2
German	1	1
Total	13	20

## VESSELS EXPECTED.

American Mail Line.

President Grant, Sept. 24th.

Australian-Oriental Line.

Change, October 10th.

Taiping, Nov. 8th.

Bank Line.

City of Lincoln, to-day.

City of Glasgow, September 28th.

City of China, October 4th.

City of Wellington, October 5th.

City of Eastbourne, October 10th.

City of Mobile, October 27th.

City of Perth, Oct. 30th.

City of Mandalay, Nov. 24th.

City of Lahore, Dec. 8th.

City of Chester, Dec. 28th.

Blue Funnel Line.

Proteus, September 25th.

Meriones, September 27th.

Sargodon, October 3rd.

Athanas, October 10th.

Oanfa, October 15th.

Calchda, October 15th.

Diomed, October 16th.

Tallithyus, October 18th.

Agapenor, October 17th.

Antenor, October 18th.

Eurylochus, October 20th.

Pyrrhus, October 24th.

Cyclops, November 6th.

Izion, November 6th.

Deucalion, November 8th.

Perseus, November 12th.

Menelaus, Nov. 13th.

Hector, Nov. 14th.

Helenus, Nov. 17th.

Titan, Nov. 20th.

Tyndareus, Nov. 25th.

Asphodel, Nov. 27th.

Glaucon, Nov. 30th.

Telemachus, Dec. 6th.

Philoctetes, Dec. 9th.

Dardanus, December 12th.

Menas, Dec. 17th.

## San Line.

Benaron, to-morrow.

British-India and Apear Line.

Takeda, Sept. 29th.

Talmu, Oct. 1st.

Takiwa, Oct. 10th.

Talamu, Oct. 11th.

Tilawa, Oct. 30th.

Canadian Pacific Line.

Empress of Canada, Sept. 24th.

Empress of Russia, Oct. 15th.

Empress of Asia, Oct. 29th.

Dodwell &amp; Co.

Toledo, September 24th.

Toronto, October 10th.

Dollar S.S. Line.

President Van Buren, to-day.

President Lincoln, Sept. 24th.

East Asiatic Co., Copenhagen.

Africa, Sept. 29th.

Chile, Oct. 15th.

Malaya, Oct. 24th.

Asia, Oct. 30th.

Siam, Dec. 2nd.

Eastern and Australian Lines.

St. Albans, September 28th.

Trafalgar, October 8th.

Tanda, Nov. 5th.

Glen Line.

Glenamoy, to-day.

Glenloch, September 27th.

Glenloch, September 28th.

Glenloch, September 29th.

Glenloch, October 1st.

Glenloch, October 14th.

Glenloch, October 26th.

Glenloch, Oct. 31st.

Glenloch, Nov. 12th.

Hamburg-American Line and

Hugo Stinnes, Linien.

Ermland, September 30th.

Burgund, October 11th.

Carl Legien, October 11th.

Bukh, October 28th.

Sachsen, Nov. 11th.

Duisburg, Nov. 23rd.

Java-China-Japan Line.

Tjitarum, September 24th.

Tjitarum, September 26th.

Tjitarum, September 30th.

Tjitarum, October 5th.

Tjitarum, Oct. 22d.

Tjitarum, Oct. 10th.

Tjitarum, Oct. 15th.

Messageries Maritimes.

Athos II., September 25th.

Sphinx, September 25th.

D'Aragnan, October 9th.

General Metzinger, October 9th.

Paul Lecat, October 23rd.

Andre Lehon, November 7th.

Chenonceau, November 21st.

Porthos, Dec. 5th.

Nippon Yusen Kaisha.

Yone Maru, to-day.

Maybashi Maru, to-morrow.

Bokyo Maru, Sept. 24th.

Siberia Maru, Sept. 25th.

Nagato Maru, Sept. 26th.

Malacca Maru, Sept. 29th.

Rangoon Maru, Sept. 29th.

Tamba Maru, Sept. 30th.

Toyooka Maru, Sept. 30th.

Fushimi Maru, Oct. 5th.

Tokushima Maru, Oct. 7th.

Kanagawa Maru, Oct. 8th.

Taiyo Maru, Oct. 10th.

Awa Maru, Oct. 10th.

Penang Maru, Oct. 11th.

Tauriga Maru, Oct. 13th.

Haruna Maru, Oct. 14th.

Norddeutscher Lloyd, Bremen.

Trier, to-day.

Derfflinger, to-day.

Trave, Oct. 14th.

Saarbrücken, Oct. 21st.

Platz, Nov. 7th.

Coblentz, Nov. 18th.

Prince Line.

Japanese Prince, October 14th.

Chinese Prince, Nov. 8th.

Royal Packet Nav. Co. (K.P.M.).

Van Heuter, Sept. 25th.

Swedish East Asiatic Co., Ltd.

Japan, Sept. 30th.

Benares, Oct. 8th.

Sumatra, Oct. 30th.

## DAILY WATERFRONT NEWS.

TWO MOTOR SHIPS BUILDING FOR O.S.E.

[BY LONGSHOREMAN.]

The Osaka Shosen Kaisha announce that they have two new motor ships now under construction. One of these vessels will be completed in October 1929 and the other in April 1930.

They are vessels of 9,500 gross tonnage, 325 feet length, 62 feet beam and 39 feet depth. Their main engines of the Sulzer Diesel type will give a speed of 18 knots.

Minding The Baby!

Kong Sai, mistress of a cargo boat was before Commander J. B. Nevill, R.N., D.S.O., at the Marine Court yesterday morning for making fast to the s.s. *Asia* whilst the vessel was underway in Harbour. The defendant pleaded guilty and stated that she was in the Central Fairway when the s.s. *Asia* approached. Her baby began to cry and she was obliged to leave the helm to attend it. Her boat merely passed alongside of the *Asia*. Police evidence stated that the defendant's boat was made fast to the vessel, and his Worship imposed a fine of \$10 with the alternative of ten days hard labour.

A New Norwegian Arrival.

A new Norwegian arrival was shown on the Harbour Office reports for yesterday 9 a.m. The s.s. *Beljeanne* owned by Christensen Smith of Oslo, arrived from Panaroken with 3,400 tons of sugar for this port. The vessel also carried a through cargo of 5,000 tons of sugar. The vessel is fitted with Diesel engines and has a registered tonnage of 4,282 tons. Captain F. Schjotte is the master and there is a crew of 34 Europeans. Messrs. Java-China-Japan-Line are the local agents of the vessel.

Asiatic Deck Passengers.

Four vessels brought 447 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia*, from Hong Kong on September 12th, left Yokohama on September 30th at 4 p.m., and is due at Vancouver on September 29th.

The B.I. s.s. *Gambada* will leave for Singapore, Penang and Calcutta at noon on Monday, the 24th inst.

## Peninsular and Oriental.

*Elvira*, September 27th.  
*Lahore*, September 27th.  
*Kashgar*, September 27th.  
*Jeyapore*, October 12th.  
*Macedonia*, October 12th.  
*Mores*, October 13th.  
*Karnala*, October 13th.  
*Khyber*, October 23th.  
*Kashmir*, November 2nd.  
*Malwa*, November 8th.  
*Kidderpore*, Nov. 10th.  
*Naidra*, Nov. 20th.  
*Mantua*, Dec. 7th.  
*Kalyan*, Dec. 21st.

With Wilhelmsson, Oslo.

Norwegian Africa and Australia Line.

Teneriffa, to-day.

Tungsha, Oct. 12th.

Bena, Nov. 23th.

Taiwan, Dec. 6th.

## BANK LINE LTD.

AGENTS FOR

## ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

## UNITED KINGDOM &amp; CONTINENT

"CITY OF KHARTOUM" ... Havre, London, Rotterdam, Hamburg & Glasgow ... 24th September  
"CITY OF DELHI" ... Havre, London, Rotterdam & Hamburg ... 24th October  
"CITY OF GLASGOW" ... London, Rotterdam & Hamburg ... 17th November  
"CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 9th December

## BOSTON, NEW YORK &amp; BALTIMORE

"CITY OF WELLINGTON" ... via Suez Canal ... 5th October  
"CITY OF RHOS" ... via Suez Canal ... 23th October  
"CITY OF PERTH" ... via Suez Canal ... 30th November

ALSO AGENTS FOR

## ANDREW WEIR &amp; CO.

SERVICES TO

## BOSTON, NEW YORK &amp; CUBAN PORTS

"BIRCHBANK" ... via Suez Canal ... 15th October

## MAURITIUS &amp; SOUTH AFRICA

"TINHOW" ... 15th November

Leading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mosses Bay, Cape Town.  
Through Bill of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Ohinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Ludgana Bay, Walvis Bay and Matigara.

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Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,005	29th Sept.	Mars, L'don, Antwerp & Hull.
"MOBBA"	9,135	27th Oct.	Marseilles and London.
"KATVA"	9,135	27th Oct.	Marseilles, London and Hull.
"MIRZAPUR"	6,715	1st Nov.	Straits & Bombay.
"KIDDERPORE"	5,334	10th Nov.	Straits, Bombay and Karachi.
"MACEDONIA"	11,120	10th Nov.	Bombay, Marseilles and London.
"KEYBER"	9,114	24th Nov.	Marseilles, London and Hull.
"KARNALA"	9,125	1st Dec.	Marseilles and London.
"JEPPORE"	5,316	8th Dec. [Mars]	L'don, Hull, Antwerp, S. Am, Hamburg
"MALWA"	10,946	8th Dec.	Bombay, Marseilles and London.
"KASHMIR"	9,985	18th Dec.	Marseilles and London.
"NALDERA"	10,093	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	10,945	5th Jan.	Bombay, Marseilles and London.
"KALYAN"	9,144	19th Jan.	Marseilles and London.
"MOBBA"	10,953	22nd Feb.	Bombay, Marseilles and London.
"KASHGAR"	9,005	15th Feb.	Marseilles and London.
"MACEDONIA"	11,120	2nd Mar.	Marseilles and London.
"KHIVA"	9,135	16th Mar.	do.
"KARNALA"	9,125	23rd Mar.	do.
"MALWA"	10,946	30th Mar.	do.
"NALDERA"	10,093	18th Apr.	do.
"KASHMIR"	9,985	30th Apr.	Marseilles and London.
"MANTUA"	10,945	27th Apr.	Bombay, Marseilles and London.
"KEYBER"	9,114	11th May	Marseilles and London.
"MOBBA"	10,953	25th May	Bombay, Marseilles and London.
"KALYAN"	9,144	8th June	Marseilles and London.
"RAJPUTANA"	16,583	22nd June	Bombay, Marseilles & L'don.

\* Cargo only.  
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## BRITISH INDIA-APCAR SAILINGS

"GAMBADA"	5,207	24th Sept., Noon	Singapore, Penang & Calcutta
"TALADA"	6,949	1st Oct.	do.
"TALAMBA"	8,014	15th Oct.	do.
"TALMA"	10,000	27th Oct.	do.

\* Cargo only.  
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## EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	23rd Sept.	Manila, Sandakan, Tauratay
"ARAFURA"	6,000	2nd Nov.	Island, Townsville, Brisbane,
"TANDA"	6,958	30th Nov.	S



